

# NACOmatic

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## INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

**BULLHEAD CITY, AZ**

LAUGHLIN/BULLHEAD

INTL ..... RNAV (GPS) Rwy 16<sup>12</sup>  
 RNAV (GPS) Rwy 34<sup>34</sup>  
 VOR/DME Rwy 34<sup>15</sup>

<sup>1</sup>NA when local weather not available.<sup>2</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.<sup>3</sup>NA when control tower closed.<sup>4</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.<sup>5</sup>Categories A, B, 2200-2; Categories C, D, 2200-3.**CARSON CITY, NV**

CARSON ..... RNAV (GPS)-A  
 Categories A, B, 1700-2; Category C, 1700-3;  
 Category D, 1800-3.

NA when local weather not available.

**CEDAR CITY, UT**

CEDAR CITY RGNL ..... ILS Rwy 20  
 VOR Rwy 20

Category D, 900-2½.

**DOUGLAS BISBEE, AZ**

BISBEE DOUGLAS

INTL ..... VOR/DME or GPS Rwy 17  
 VOR Rwy 17

NA when control zone not in effect.

**ELKO, NV**

ELKO RGNL ..... LDA/DME RWY 23<sup>1</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>  
 VOR -A<sup>3</sup>  
 VOR/DME-B<sup>4</sup>

<sup>1</sup>Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.<sup>2</sup>Categories A,B, 1400-2; Categories C,D, 1400-3.<sup>3</sup>Categories A,B, 1500-2; Categories C,D, 1500-3.<sup>4</sup>Categories A,B, 1200-2; Categories C,D, 1200-3.

## NAME ALTERNATE MINIMUMS

**FLAGSTAFF, AZ**

FLAGSTAFF

PULLIAM ..... ILS or LOC/DME Rwy 21<sup>12</sup>  
 VOR or GPS-A<sup>3</sup>

<sup>1</sup>NA when control tower closed.<sup>2</sup>ILS, Categories B,C,D, 700-2.<sup>3</sup>Category D, 800-2½.**FORT HUACHUCA-SIERRA VISTA, AZ**

SIERRA VISTA MUNI-

LIBBY AAF ..... ILS or LOC Rwy 26  
 NDB Rwy 26  
 RNAV (GPS) Rwy 8<sup>1</sup>  
 VOR Rwy 26

NA when control tower closed.

<sup>1</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.**GLENDALE, AZ**

GLENDALE MUNI ..... RNAV (GPS) Rwy 1  
 NA when local weather not available.

**GRAND CANYON, AZ**

GRAND CANYON NATIONAL  
 PARK ..... ILS or LOC/DME Rwy 3  
 NA when control tower closed.  
 Category D, 700-2.

VALLE ..... VOR/DME Rwy 19

NA except for operators with approved weather reporting service.

**KANAB, UT**

KANAB MUNI ..... RNAV (GPS) Rwy 1  
 Category B, 1100-2; Category C, 1400-3.

**KINGMAN, AZ**

KINGMAN ..... RNAV (GPS) Rwy 3  
 RNAV (GPS) Y Rwy 21  
 VOR/DME Rwy 21

Category D, 800-2½.

NAME ALTERNATE MINIMUMS  
**LAKE HAVASU CITY, AZ**

LAKE HAVASU CITY ..... VOR/DME or GPS-A  
Categories A,B, 1000-2; Categories C, 1000-  
2½; Category D, 1000-3.

**LAS VEGAS, NV**

HENDERSON EXECUTIVE ..... RNAV (GPS)-B¹  
VOR-C²

NA when local weather not available.

¹Categories A,B, 1000-2; Category C, 1000-2½.

²Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... ILS or LOC Rwy 25L¹  
ILS or LOC Rwy 25R¹  
ILS or LOC/DME Rwy 1L²  
RNAV (GPS) Rwy 1R³  
RNAV (GPS) Rwy 19L⁴⁵  
RNAV (GPS) Rwy 19R⁴⁵  
VOR/DME -A²  
VOR Rwy 25L/R³

¹ILS, LOC, Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾, Category E, 1400-3.

²ILS, LOC, Categories A,B, 900-2; Category C, 900-2½.

³Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

⁴Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

⁵NA when local weather not available.

NORTH LAS VEGAS ..... ILS or LOC Rwy 12L  
NA when control tower closed.

**LOVELOCK, NV**

DERBY FIELD ..... VOR or GPS-C¹  
VOR/DME or GPS-A²

¹Categories A,B, 1900-2; Categories C,D, 1900-3.

²Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

**MILFORD, UT**

MILFORD MUNI/BEN AND JUDY  
BRISCOE FIELD ..... VOR or GPS-A  
Category D, 800-2½.

**OGDEN, UT**

OGDEN-HINCKLEY ..... ILS Or LOC Rwy 3¹²  
RNAV (GPS) Y Rwy 3  
RNAV (GPS) Z Rwy 3

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed.

NAME ALTERNATE MINIMUMS  
**PHOENIX, AZ**

PHOENIX DEER VALLEY ..... RNAV (GPS)-B¹²  
RNAV (GPS)-C³  
RNAV (GPS) Rwy 7R¹⁴  
RNAV (GPS) Rwy 25L¹⁴

¹NA when local weather not available.

²Categories A, B, 1000-2; Category C, 1000-2¾.

³Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

⁴Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

PHOENIX-  
MESA GATEWAY ..... ILS or LOC Rwy 30C¹²  
RNAV (GPS) Rwy 30C¹  
RNAV (GPS) Rwy 30L³  
VOR or TACAN Rwy 30C¹

¹NA when local weather not available.

²NA when control tower closed.

³Category E, 800-2½.

PHOENIX  
SKY HARBOR INTL ..... ILS or LOC Rwy 7R¹  
ILS or LOC Rwy 7L²  
ILS or LOC Rwy 8³  
ILS or LOC Rwy 25L²  
ILS or LOC Rwy 26²  
RNAV (GPS) Y Rwy 7R²  
RNAV (GPS) Y Rwy 7L²  
RNAV (GPS) Y Rwy 8¹  
RNAV (GPS) Y Rwy 25L²  
RNAV (GPS) Y Rwy 25R²  
RNAV (GPS) Y Rwy 26²

¹ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2¾; Category D, 800-2½.

⁴Category C, 800-2¾; Category D, 800-2½.

**PRESCOTT, AZ**

ERNEST A. LOVE FIELD .. ILS/DME Rwy 21L¹²  
RNAV (GPS) Rwy 21L¹⁴  
VOR Rwy 12³

¹NA when control tower closed.

²ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.

³Category D, 900-3.

⁴Category D, 1000-3.

NAME PRICE, UT  
CARBON COUNTY RGNL/  
BUCK DAVIS FIELD ..... VOR/DME Rwy 36  
VOR Rwy 36<sup>1</sup>

Category C, 900-2½; Category D, 1100-3.

<sup>1</sup>Categories A, B, 2000-2; Categories C, D, 2000-3.

## PROVO, UT

PROVO MUNI .. ILS or LOC/DME Rwy 13,700-2  
NA when control tower closed.

## RENO, NV

RENO/TAHOE INTL ..... ILS Rwy 16R, 2100-7<sup>1</sup>  
ILS or LOC/DME Rwy 34L<sup>2</sup>  
LOC Rwy 16R<sup>3</sup>  
RNAV (GPS) X Rwy 34L<sup>5</sup>  
RNAV (GPS) X Rwy 34R<sup>6</sup>  
RNAV (GPS) Y Rwy 16L<sup>6</sup>  
RNAV (GPS) Y Rwy 16R<sup>7</sup>  
RNAV (GPS) Y Rwy 34L<sup>4</sup>  
RNAV (GPS) Y Rwy 34R<sup>8</sup>  
RNAV (RNP) Z Rwy 16R, 800-2½  
VOR-D, 1600-3

<sup>1</sup>LOC, NA.

<sup>2</sup>ILS, LOC, Categories A,B, 1000-2; Category C, 1000-2½.

<sup>3</sup>Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.

<sup>4</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

<sup>5</sup>Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

<sup>6</sup>Categories A,B, 1400-2; Categories C,D, 1400-3.

<sup>7</sup>Categories A,B, 1800-2; Categories C,D, 1800-3.

<sup>8</sup>Categories A,B, 1000-2; Category C, 1000-2½.

## ST. GEORGE, UT

ST. GEORGE MUNI ..... RNAV (GPS) Rwy 34<sup>1</sup>  
VOR or GPS-B, 1300-2<sup>2</sup>  
VOR-C, 1800-3<sup>2</sup>  
VOR/DME Rwy 34<sup>2,3</sup>

<sup>1</sup>Categories A,B 1100-2½; Categories C,D, 1100-3.

<sup>2</sup>NA except for operators with approved weather reporting service.

<sup>3</sup>Category C, 800-2½; Category D, 1000-3.

## ST. JOHNS, AZ

ST. JOHNS  
INDUSTRIAL AIRPARK .... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**SCOTTSDALE, AZ**

SCOTTSDALE ..... RNAV (GPS)-D<sup>1</sup>  
RNAV (GPS)-E<sup>1</sup>  
VOR or GPS-A<sup>2,3</sup>  
VOR-C<sup>14</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when Scottsdale altimeter not available.

<sup>3</sup>Categories A, B, C, 1100-3.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-3.

## TONOPAH, NV

TONOPAH ..... VOR or GPS-A  
Category D, 800-2½.

## TOOELE, UT

BOLINDER FIELD-  
TOOELE VALLEY ..... ILS or LOC/DME Rwy 17<sup>1</sup>  
RNAV (GPS) Rwy 17

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.

## TUCSON, AZ

TUCSON INTL ..... ILS or LOC Rwy 11L<sup>1</sup>  
LOC/DME BC Rwy 29R<sup>2</sup>  
RNAV (GPS) Z Rwy 11L<sup>2</sup>  
RNAV (GPS) Rwy 29R<sup>2</sup>  
RNAV (GPS) Rwy 3<sup>3</sup>  
RNAV (GPS) Rwy 29L<sup>4</sup>  
RNAV (GPS) Z Rwy 29R<sup>2</sup>  
VOR or TACAN Rwy 11L<sup>2</sup>  
VOR/DME or TACAN Rwy 29R<sup>2</sup>

<sup>1</sup>ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3; Category E, 1100-3.

<sup>2</sup>Category E, 1100-3.

<sup>3</sup>Categories A,B,C,D, 800-2½.

<sup>4</sup>Category D, 800-2½.

## WENDOVER, UT

WENDOVER ..... VOR/DME-B<sup>1</sup>  
VOR/DME or TACAN Rwy 26<sup>2</sup>  
<sup>1</sup>Categories A,B, 1700-2; Categories C,D,E, 1700-3.  
<sup>2</sup>Category E, 800-2½.

## WINNEMUCCA, NV

WINNEMUCCA MUNI ..... RNAV (GPS) Rwy 14<sup>1,2</sup>  
RNAV (GPS) Rwy 32<sup>1</sup>  
VOR/DME Rwy 14<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

<sup>3</sup>Category D, 1300-3.

## WINDOW ROCK, AZ

WINDOW ROCK ..... VOR/DME-A  
Categories A,B, 1100-2; Categories C,D, 1100-3.

## DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (10070 USAF)

ELEV 2704

RADAR<sup>1</sup> - (E) 118.5 125.1 318.1 297.2 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	30 <sup>2</sup>	3.0°/59/1320	ABCDE	2904-½	200	(200-½)
	12 <sup>3</sup>	3.0°/59/950	ABCDE	2815-¾	200	(200-¾)

<sup>1</sup>No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777). <sup>2</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile.

<sup>3</sup>NOT FOR CIVIL USE.

## FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (03191 USN)

ELEV 3934

RADAR<sup>1</sup> - (E) 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	31L	3.5°/55/905	ABCDE	4126-¾	200	(200-¾)
	31R	3.5°/55/903	ABCDE	4128-¾	200	(200-¾)
	13L	3.0°/46/881	ABCDE	4134-¾	200	(200-¾)
	13R	3.0°/47/912	ABCDE	4134-¾	200	(200-¾)
	7	3.0°/36/679	ABCDE	4129-¾	200	(200-¾)
ASR <sup>2</sup>	31R		ABCDE	4200-1	272	(300-1)
	31L		ABCDE	4200-1	274	(300-1)
	13R		ABCD	4260-1	326	(400-1)
			E	4260-1¼	326	(400-1¼)
	13L		ABC	4280-1	346	(400-1)
			DE	4280-1¼	346	(400-1¼)
	7		AB	4340-1	411	(500-1)
			CD	4340-1¼	411	(500-1¼)
			E	4340-1½	411	(500-1½)
CIR	All Rwy		AB	4400-1	466	(500-1)
			C	4400-1½	466	(500-1½)
			D	4520-2	586	(600-2)
			E	4980-3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7 <sup>3</sup>	FPM	300	600	900	1200	1500	1800
	13L/R <sup>4</sup>	FPM	250	500	750	1000	1250	1500
	31L/R <sup>4</sup>	FPM	270	540	810	1080	1350	1620

<sup>1</sup>No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above. <sup>2</sup>Descent to 5700' not authorized until inbound in initial segment within 10 NM of Rwy.

<sup>3</sup>To 7500'. <sup>4</sup>To 7300'.

# RADAR INSTRUMENT APPROACH MINIMUMS

## FORT HUACHUCA/SIERRA VISTA, AZ

Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF


RADAR<sup>1</sup> - (E) 127.05 254.35   NA

		RWYGS/TCH/RP	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR <sup>2</sup>	8	ABCDE		4919-3/4	200	(200-3/4)				
	26	ABCDE		4829-3/4	200	(200-3/4)				
ASR	26	ABC		5000-1	371	(400-1)	DE	5000-1 1/4	371	(400-1 1/4)
	8	AB		5440-1	721	(800-1)	C	5440-2	721	(800-2)
		D		5440-2 1/4	721	(800-2 1/4)	E	5440-2 1/2	721	(800-2 1/2)
CIR <sup>3</sup>	26	A		5100-1	381	(400-1)	B	5180-1	461	(500-2)
		C		5180-1 1/2	461	(500-1 1/2)	D	5280-2	561	(600-2)
		E		5400-2 1/2	681	(700-2 1/2)				
	8	AB		5440-1	721	(800-1)	C	5440-2	721	(800-2)
		D		5440-2 1/4	721	(800-2 1/4)	E	5440-2 1/2	721	(800-2 1/2)

<sup>1</sup>Opr 1500-2300Z Monday-Friday, except for holidays. <sup>2</sup>No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. <sup>3</sup>Circling not authorized south of runways 8 and 30.

**YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN)**

**ELEV 213**

**RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x** 

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DH/ MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>
PAR	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R <sup>1</sup>	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R <sup>2</sup>			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L			ABC	600-1¾	393	(400-1¾)
SIDESTEP			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R <sup>3</sup>		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR <sup>4</sup>	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

<sup>1</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile. <sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>3</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. <sup>4</sup>When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¾ miles, CAT DE to 2¼ miles.



## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise specified, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

**BATTLE MOUNTAIN, NV****BATTLE MOUNTAIN (BAM)****AMDT 3 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

**BEAVER, UT****BEAVER MUNI**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA-obstacles.

**Rwys 13, 31**, 2600-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

## NAME TAKE-OFF MINIMUMS

**BLANDING, UT****BLANDING MUNI**

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17**, turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

**BRIGHAM CITY, UT****BRIGHAM CITY (BMC)****AMDT 6 10154 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceeding on course. **Rwy 35**, climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 17**, poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

## BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34**, std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34**, climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All**

**Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16**, multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL.

**Rwy 34**, multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

## CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, use JIMPA DEPARTURE.

## CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

## CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2, 8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

## CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R**, climbing left turn heading 220°. **Rwys 22L, 22R**, climbing left turn heading 190°. **All Aircraft**, continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L**, multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

## CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17**, tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

## COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

**Rwys 20, 29**, turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

## COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5, 35**, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course.

**Rwy 17**, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23**, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

## DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. . . . .07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

## DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12**, NA-terrain. **Rwy 30**, NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17**, climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35**, climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...  
...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17**, trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

**DOUGLAS BISBEE, AZ**

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

**DUCHESNE, UT**

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

**ELKO, NV**

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

**Rwy 23**, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32). **Rwy 23**, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then... climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

**ELY, NV**

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept. ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

**FALLON, NV**

FALLON MUNI (FLX)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climbing right turn...**Rwys 3, 13, 31**, climbing left turn...  
...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3**, vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13**, trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21**, vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31**, trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

**FALLON NAS(VAN VOORHIS FLD)(KNFL)**

FALLON, NV. . . . . 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R**, Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R**, Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7**, Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25**, Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

**FLAGSTAFF, AZ**

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

**FORT HUACHUCA-SIERRA VISTA, AZ**

SIERRA VISTA MUNI-LIBBY AAF

TAKE-OFF MINIMUMS: **Rwy 21**, NA.DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left.

**Rwys 26,30**, turn right. All aircraft climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

**GLENDALE, AZ**

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1**, Use DRAKE (RNAV) DEPARTURE.

**GLOBE, AZ**

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

**GOODYEAR, AZ**

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21**, Use POTER DEPARTURE.

**GRAND CANYON, AZ**

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21**, use GRAND DEPARTURE.

**HEBER CITY, UT**

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3**, Use COOLI RNAV DEPARTURE.

**HILL AFB (KHIF)**

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

**HUNTINGTON, UT**

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.DEPARTURE PROCEDURE: **Rwys 8, 12**, climbing left turn direct PUC VOR/DME....**Rwy 30**, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8**, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12**, tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL.**Rwy 30**, tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.**KANAB, UT**

KANAB MUNI (KNB)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 171° to 6800 before turning. **Rwy 1**, climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.NOTE: **Rwy 1**, vent on building 554' from DER, 370' left of centerline, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19**, trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.**KINGMAN, AZ**

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3, 17, 21, 35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

**LAGUNA AAF (LGF)**

YUMA PROVING GROUND, AZ (03247)

**Rwy 6, 18, 36** turn right, climb to 3600 direct BZA VORTAC.**Rwy 24** climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

**Rwy 18**: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.**LAKE HAVASU CITY, AZ**

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32**, 600-1½ or std. w/ min. climb of 492' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.NOTE: **Rwy 14**, obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32**, obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmission tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.**LAS VEGAS, NV**

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.NOTE: **Rwy 17L**, tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R**, tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

## LAS VEGAS, NV (CON'T)

MCCARRAN INTL (KLAS)

TAKE-OFF MINIMUMS: **Rwys 25R**, 200-1 or std. with a min. climb of 220' per NM to 2400.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climbing right turn direct BLD VORTAC. **Rwys 7L, 7R**, climb via heading 075° to 3400 then climbing right turn direct BLD VORTAC. **Rwys 19L, 19R**, climbing left turn via heading 120° and BLD VORTAC R-257 to BLD VORTAC. **Rwys 25L, 25R**, climb via heading 255° to 2700 then climbing right turn direct BLD VORTAC.

NOTE: **Rwy 1L**, multiple poles, tree, and building 450' from departure end of runway, 283' left of centerline, up to 174' AGL/2132' MSL. Obstruction light on WSK 248' from departure end of runway, 224' right of centerline, 15' AGL/2104' MSL. **Rwy 1R**, multiple sign and building 1331' from departure end of runway, 448' right of centerline, up to 100' AGL/2120' MSL. **Rwy 7L**, multiple poles and trees 747' from departure end of runway, 442' right of centerline, up to 62' AGL/2062' MSL. Tree 1257' from departure end of runway, 789' left of centerline, 65' AGL/2077' MSL. **Rwy 7R**, lighted WSK 126' from departure end of runway, 290' right of centerline, 25' AGL/2051' MSL. **Rwy 19L**, multiple poles, sign and building 1394' from departure end of runway, 320' right of centerline, up to 51' AGL/2256' MSL. **Rwy 19R**, multiple poles, sign, and building 197' from departure end of runway, 125' right of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from departure end of runway, 356' left of centerline, up to 47' AGL/2262' MSL. **Rwy 25L**, multiple poles, sign, and building 1003' from departure end of runway, 251' left of centerline, up to 63' AGL/2256' MSL. **Rwy 25R**, multiple poles and road 675' from departure end of runway, 17' right of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from departure end of runway, 1' left of centerline, up to 150' AGL/2469' MSL.

NORTH LAS VEGAS (VGT)

AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

## LOGAN, UT

LOGAN-CACHE (LGU)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35**, use ORNEY DEPARTURE.

## LOVELOCK, NV

DERBY FIELD (LOL)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

**Rwys 7, 19, 25**, turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

## LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

**Rwy 3L**: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

**Rwy 21L**: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

## MESA, AZ

FALCON FIELD

TAKE-OFF MINIMUMS: **Rwys 4L, 4R**, std. with a min. climb of 459' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4L, 4R**, climbing left turn to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound. For climb in visual conditions cross FFZ NDB at or above 2300 then proceed via 220° bearing to PXR R-143 southeast bound. **Rwy 22L, 22R**, climb to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound.

NOTE: **Rwy 4L**, light standard 416' from departure end of runway, 415' left of centerline, 48' AGL/1428' MSL. Obstacle light on building 1313' from departure end of runway, 424' left of centerline, 54' AGL/1434' MSL. **Rwy 4R**, light standard 514' from departure end of runway, 565' right of centerline, 48' AGL/1441' MSL. Tree 1097' from departure end of runway, 650' right of centerline, 50' AGL/1448' MSL. Tree 1060' from departure end of runway, 359' right of centerline, 50' AGL/1451' MSL.

**Rwy 22L**, light pole 254' from departure end of runway, 538' right of centerline, 13' AGL/1382' MSL. Windmill 691' from departure end of runway, 528' right of centerline, 30' AGL/1389' MSL. Windmill 715' from departure end of runway, 603' right of centerline, 30' AGL/1389' MSL. Light pole 68' from departure end of runway, 764' right of centerline, 13' AGL/1382' MSL. Tree 175' from departure end of runway, 826' right of centerline, 13' AGL/1383' MSL. **Rwy 22R**, light pole 296' from departure end of runway, 541' right of centerline 13' AGL/1400' MSL. Light pole 495' from departure end of runway, 187' right of centerline, 13' AGL/1382' MSL. Light pole 594' from departure end of runway, 65' right of centerline, 13' AGL/1382' MSL.

## MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1**, 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn, **Rwy 19**, climbing right turn. All aircraft climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

**MICHAEL AAF (KDPG),**

DUGWAY PROVING GROUND, UT

Amdt 1, 09099

**Rwy 12**, 4700-3\*

\* Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

**MILFORD, UT**

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A, B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C, D NA. DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34**, climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

**MINDEN, NV**

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12, 16, 30**, NA. **Rwy 34**, 4000-3 or std. with a min. climb of 531' per NM to 8700. DEPARTURE PROCEDURE: **Rwy 34**, use MINDEN RNAV DEPARTURE.

**MOAB, UT**

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21**, std. with a min. climb of 330' per NM to 5400. DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3**, tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21**, pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

**NELLIS AFB (KLSV)**

LAS VEGAS, NV

08241

**Rwy 3L/R**, 10,200-3\* SR-SS**Rwy 21L/R**, 10,200-3\* SR-SS

Diverse departure not authorized.

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

\* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.

TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.

**RWY 21R**: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

**NOGALES, AZ**

NOGALES INTL (OLS)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

**OGDEN, UT**

OGDEN-HINCKLEY (OGD)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 16**, NA- Obstacles. DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34**, Use EMONT DEPARTURE.



## PAGE, AZ

PAGE MUNI (PGA)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA—obstacles **Rwy 15**, 300-1 or std. w/min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33**, climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15**, terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

## PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1. DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

## PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6**, std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24**, bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

## PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

## PHOENIX SKY HARBOR INTL (PHX)

AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8**, climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26**, climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260.

All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L**, building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R**, 707' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8**, light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL.

**Rwy 25L**, light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL.

**Rwy 26**, light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

## PHOENIX-MESA GATEWAY (IWA)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX DEPARTURE.

## PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L**, 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30**, 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R**, NA.

DEPARTURE PROCEDURE: **Rwy 3R**, turn left heading 250° to intercept DRK R-305. **Rwy 12**, turn right direct DRK VORTAC. **Rwy 21L**, turn right heading 335° to intercept DRK R-305. **Rwy 30**, climb direct DRK VORTAC. All aircraft continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

## PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD  
(PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA** - per flight check **Rwy 32**, std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb on a heading between 126° CW to 193°, thence... **Rwy 18**, climb on a heading between 192° CCW to 125°, thence... **Rwy 25**, climb on a heading between 176° CCW to 124°, thence... **Rwy 32**, climb to 7000 then climbing left turn on a heading between 175° CCW to 145°, thence... **Rwy 36**, climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence... continue climb to assigned altitude for direction of flight. **Rwys 32, 36**, for climb in visual conditions cross Carbon County Rgnl/ Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14**, multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839' MSL. **Rwy 25**, trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32**, trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36**, poles 2599' from DER, 615' left of centerline, 40' AGL/6079' MSL. Poles 2715' from DER, 668' right of centerline, 59' AGL/6098' MSL.

## PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

## RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14**, 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26**, 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32**, 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32**, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14**, left turn climb direct FMG VORTAC. **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CWR-170 at or above 10000; R-171 CWR-195 at or above 10500; R-196 CWR-259 at or above 12000.

## RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA**-terrain. **Rwy 16L**, std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R**, std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25**, std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L**, std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R**, std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R**, climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwy 25**, climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwys 34L/R**, climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence...

... **All aircraft**: continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L**, multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R**, multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25**, multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L**, multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R**, multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.



**RICHFIELD, UT**

RICHFIELD MUNI (RIF)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, use RICHFIELD (RNAV) DEPARTURE. **Rwy 19**, use HAMET (RNAV) DEPARTURE.

**ROOSEVELT, UT**

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25**, 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7**, turn right.

**Rwy 25**, turn left. **All aircraft**, climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

**SAFFORD, AZ**

SAFFORD RGNL

TAKE-OFF MINIMUMS: IFR departure not authorized.

**ST. GEORGE, UT**

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

**ST. JOHNS, AZ**

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32**, climbing right turn, **Rwys 14, 21**, climbing left turn. **All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14**, 5790' tower 350' right abeam departure end of runway.

**SALT LAKE CITY, UT**

SALT LAKE CITY INTL (SLC)

AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-1 or std. w/ min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17**, climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32**, climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35**, climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14**, antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L**, vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17**, vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

**SOUTH VALLEY RGNL AIRPORT (U42)**

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34**, std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34**, climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

**SCOTTSDALE, AZ**

SCOTTSDALE (SDL)

AMDT 8 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 21**, use  
MARICOPA DEPARTURE.**SEDONA, AZ**

SEDONA (SEZ)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, NA- Obstacles.  
DEPARTURE PROCEDURE: **Rwy 21**, Use OATES  
RNAV DEPARTURE.**SHOW LOW, AZ**

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3, 6**, turn left.**Rwys 21, 24**, turn right. All aircraft climb via 345 bearing  
from SOW NDB to DEHOG INT then climb on course.**SPRINGVILLE, AZ**

SPRINGVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 1000-2 or std. with a  
min. climb of 360' per NM to 8400.DEPARTURE PROCEDURE: **Rwys 3, 11**, climbing left  
turn to 8400 via heading 360° before proceeding on  
course. **Rwys 21, 29**, climbing right turn to 8400 via  
360° before proceeding on course.**TAYLOR, AZ**

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a  
min. climb of 248' per NM to 6100.DEPARTURE PROCEDURE: **Rwy 3/21**, climb on  
runway heading to 8000 before turning on course.**TONOPAH, NV**

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA. **Rwys 15, 33**,  
2600-2 or std. with a min. climb of 260' per NM to 8000.DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**,  
turn right. Climb direct TPH VORTAC. Continue climb  
in holding pattern (NE, right turns, 246° inbound) to  
depart TPH VORTAC at or above 8000. Climb on  
course to MEA or assigned altitude.**TOOELE, UT**

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb  
of 490' per NM to 11000. **Rwy 35**, std. with a min. climb  
of 360' per NM to 9000.DEPARTURE PROCEDURE: Use STACO  
DEPARTURE.NOTE: **Rwy 17**, tree 794' from departure end of runway,  
277' right of centerline, 35' AGL/4380' MSL. Tree 967'  
from departure end of runway, 432' right of centerline,  
35' AGL/4394' MSL. Tree 1023' from departure end of  
runway, 313' right of centerline, 35' AGL/4395' MSL.**TUCSON, AZ**

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12**, N/A-Obstacles  
DEPARTURE PROCEDURE: **Rwy 21**, climb to 6500  
via heading 360° and TUSR-308 to TOTEC Int/TUS  
57 DME, then as filed. **Rwy 30**, climb to 6500 via  
heading 303° intercept TUSR-308 above 3500, to  
TOTEC Int/TUS 57 DME, then as filed.NOTE: **Rwy 21**, road 192' from departure end of runway,  
527' left of centerline 15' AGL/2034' MSL.**RYAN FIELD**DEPARTURE PROCEDURE: **Rwy 6R**, turn right;  
**Rwy 24L**, turn left direct to Ryan NDB. Continue climb  
in holding pattern (W, right turn 090° inbound) to 5000  
before proceeding on course.**TUCSON, AZ (CON'T)**

TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 ½ or std. w/ min.  
climb of 228' per NM to 3000.DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R**,  
climbing right turn direct to TUS VORTAC. **Rwys**  
**11L, 11R** climb via runway heading to 4000 then  
climbing left turn direct TUS VORTAC. **Rwy 21**,  
climbing left turn direct to TUS VORTAC. All aircraft  
continue climbing in holding pattern (NW, right turns,  
128° inbound) to depart TUS VORTAC at or above  
9000.NOTE: **Rwy 3**, tower 9215' from departure end of runway,  
1689' left of centerline, 246' AGL/2831' MSL.**VERNAL, UT**

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a  
min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or  
std. with a min. climb of 390' per NM to 7000. **Rwy 34**,  
1600-2 pr std. with a min. climb of 330' per NM to  
7000'.DEPARTURE PROCEDURE: **Rwys 7, 34**, turn right.  
**Rwys 16, 25**, turn left. All aircraft climb direct VEL.  
Aircraft departing V391 S-bound climb on course. All  
others climb in holding pattern (SE, right turns, 322°  
inbound). Aircraft SW-bound V208 depart VEL at or  
above 8400', all others depart VEL at or above 9500'.  
Continue climb on course to MEA or assigned altitude.**WENDOVER, UT**

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26**, standard with a min.  
climb of 300' per NM to 7000. **Rwy 30**, NA.DEPARTURE PROCEDURE: **Rwys 8, 12, 26**, climbing  
left turn direct BVL VORTAC. Aircraft departing BVL  
VORTAC R-330 CW R-150 climb on course. All  
others continue climb in BVL VORTAC holding pattern  
(Hold NE right turns, 247° inbound) to cross at or  
above 7400, then climb on course.**WILLCOX, AZ**

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy**  
**21**, turn left. All aircraft climb direct CIE VORTAC.

## WINDOW ROCK, AZ

### WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20**, 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right.

**Rwy 20**, turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2**, terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20**, trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

## WINNEMUCCA, NV

### WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right.

**Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

## YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ . . . . . 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

**Rwy 3L**: Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 3R**: Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 21L**: Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

**Rwy 21R**: Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

**Rwy 8**: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

**Rwy 26**: Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

**Rwy 17**: Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

**Rwy 35**: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

# AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)  
BULLHEAD CITY, ARIZONA

AWOS-3  
119.825  
BULLHEAD TOWER ★  
123.9  
GND CON  
118.25

FIELD  
ELEV  
701

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

35°10.0'N

ELEV  
625

91

A1

1.0% UP

163.8°

FIRE  
STATION

TERMINAL

RWY 16-34  
S75, D200, DT400

△ 897

35°09.5'N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°W

7500 X 150

A4

A5

A5

CONTROL  
TOWER

35°09.0'N

A6

3.43.8°

34

A7

A8

ELEV  
699

114°34.0'W

114°33.5'W

114°33.0'W

APP CRS  
164°

Rwy Idg  
TDZE  
Apt Elev

7500  
688  
701

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

▼

▲

DME/DME RNP-0.3 NA. Procedure NA at night.  
Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Needles  
altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct CALRA and hold,  
continue climb-in-hold to 6300.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHLIN/BULLHEAD TOWER★ 123.9 (CTAF) 0	GND CON 118.25
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MISSED APCH FIX

7 NM Holding Pattern

LAKIY

MEBDE

6300 CALRA

3.2 NM to JESPI

3.06° TCH 46

JESPI

12 NM

3.8 NM

3.2 NM

0.5

CATEGORY	A	B	C	D
RNAV MDA	1840-1¼ 1152 (1200-1¼)	1840-1½ 1152 (1200-1½)	1840-3 1152 (1200-3)	
CIRCLING	1840-1¼ 1139 (1200-1¼)	1840-1½ 1139 (1200-1½)	1840-3 1139 (1200-3)	

ELEV 701

D

REIL Rwy 16 and 34

MRL Rwy 16-34

SW-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH <b>82602</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg <b>7000</b> TDZE <b>699</b> Apt Elev <b>701</b>
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## RNAV (GPS) RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

**T** Circling to Rwy 16 NA at night.  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Needles altimeter setting and increase LPV DA 94 feet and all MDA 100 feet.  
VDP NA when using Needles altimeter setting.

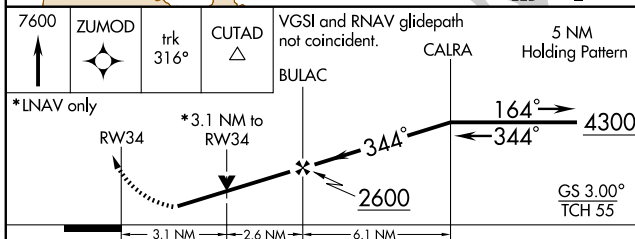
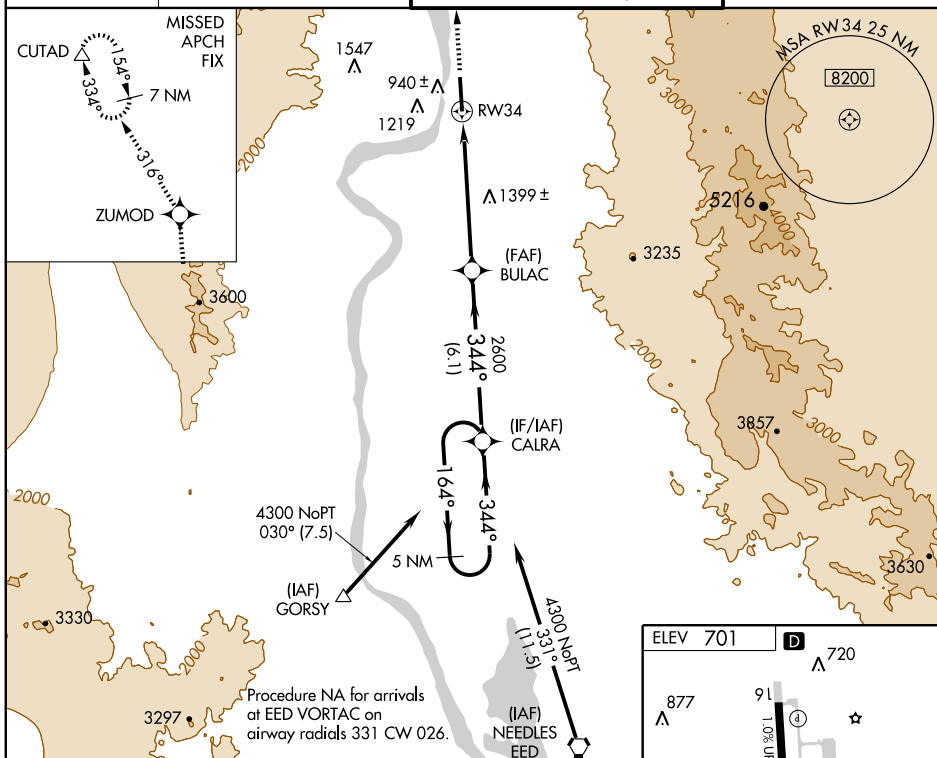
**MISSED APPROACH:** Climb to 7600 direct ZUMOD and via track 316° to CUTAD and hold, continue climb-in-hold to 7600.

AWOS-3  
119.825

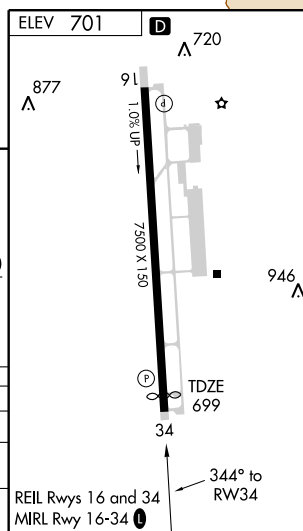
LOS ANGELES CENTER  
134.65 360.65

LAUGHLIN/BULLHEAD TOWER★  
123.9 (CTAF) 

GND CON  
**118.25**



CATEGORY	A	B	C	D
LPV DA	1344-2½ 645 (700-2½)			
LNAV MDA	1740-1¼ 1041 (1100-1¼)	1740-1½ 1041 (1100-1½)	1740-3	1041 (1100-3)
CIRCLING	1740-1¼ 1039 (1100-1¼)	1740-1½ 1039 (1100-1½)	1740-3 1039 (1100-3)	1800-3 1099 (1100-3)



VORTAC EED <b>115.2</b> Chan <b>99</b>	APP CRS <b>335°</b>	Rwy Idg <b>7000</b> TDZE <b>699</b> Apt Elev <b>701</b>
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VOR/DME RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

**T** Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

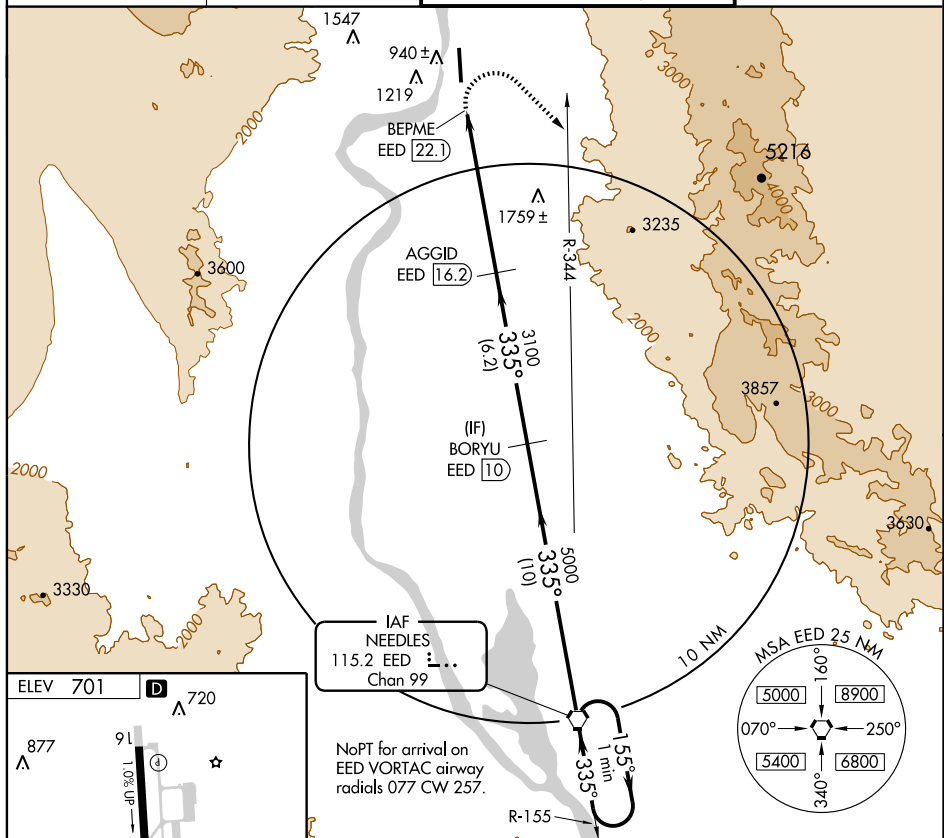
**MISSED APPROACH:** Climbing right turn to 6000 via heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

AWOS-3  
119 825

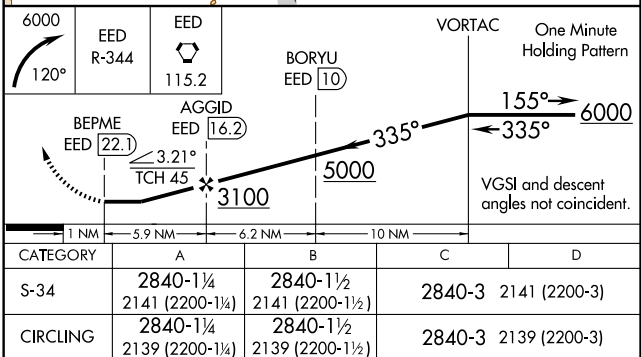
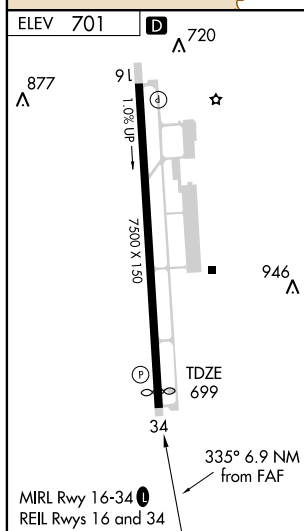
LOS ANGELES CENTER  
134.65 360.65

LAUGHLIN/BULLHEAD TOWER ★  
123.9 (CTAF) L

GND CON  
118-25



SW-4. 03 JUN 2010 to 01 JUL 2010



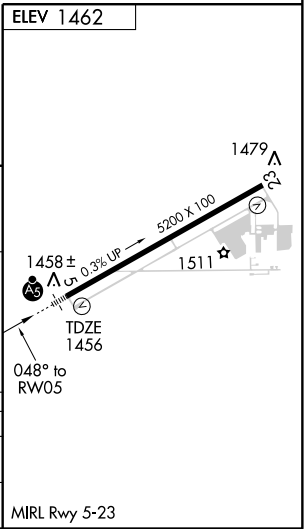
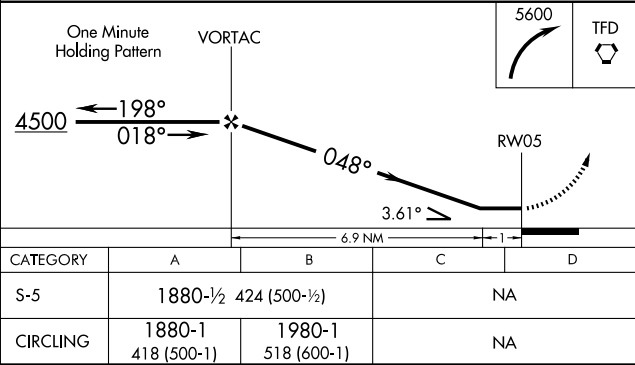
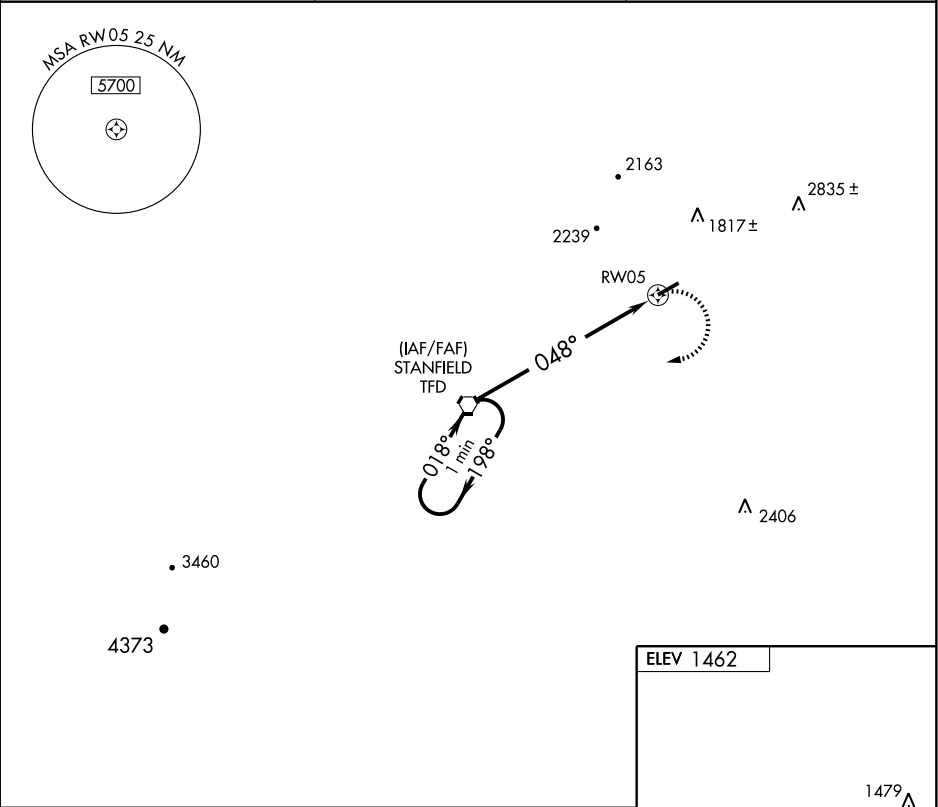
APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>1456</b> <b>1462</b>
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GPS RWY 5

CASA GRANDE MUNI (CGZ)

<div><div>▼</div><div>▲ NA</div></div>	<div>MALSR</div> <div></div>	MISSED APPROACH: Climbing right turn to 5600 direct TFD VORTAC and hold.
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AWOS-3 <b>132.175</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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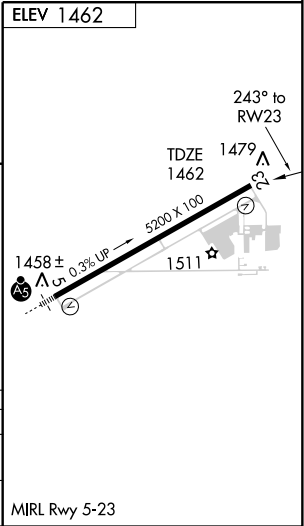
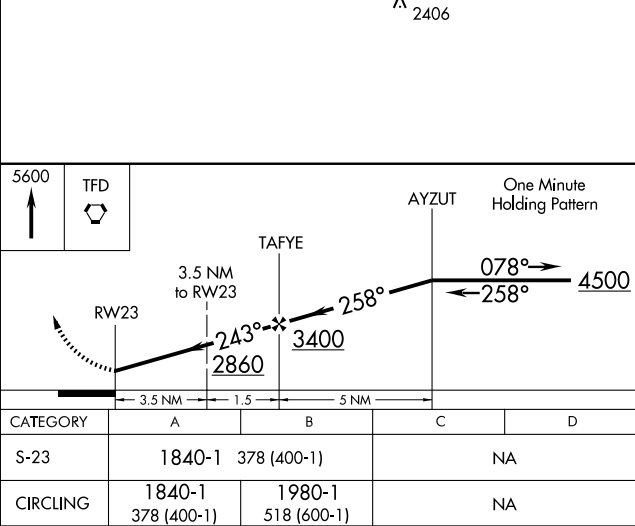
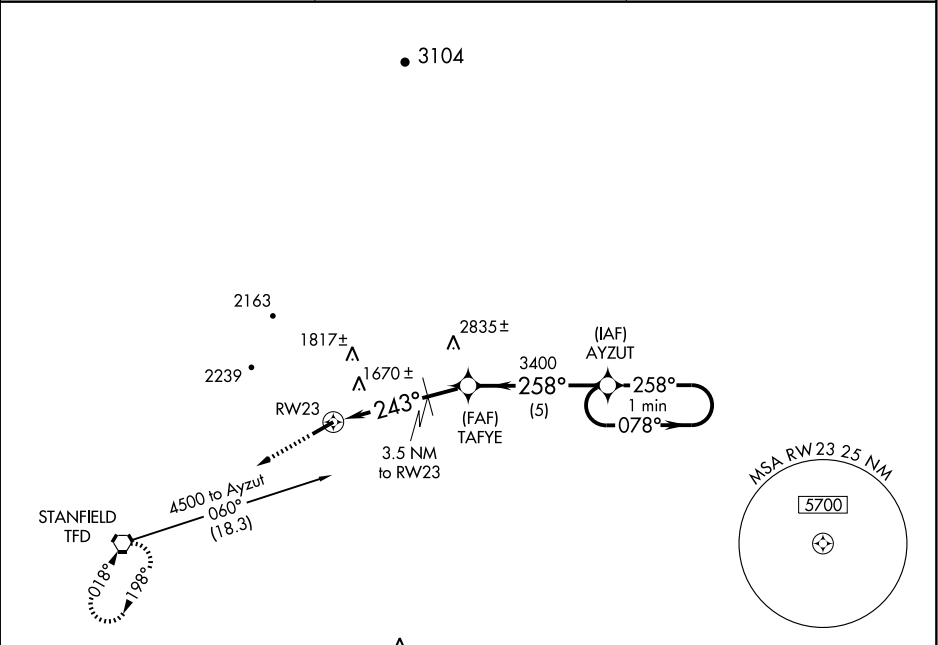


APP CRS <b>243°</b>	Rwy Idg <b>5200</b> TDZE <b>1462</b> Apt Elev <b>1462</b>
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GPS RWY 23  
CASA GRANDE MUNI (CGZ)

 	MISSED APPROACH: Climb to 5600 direct TFD VORTAC and hold.
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AWOS-3 <b>132.175</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------------



LOC I-CGZ	APP CRS	Rwy Idg	5200
111.15	048°	TDZE	1456
		Apt Elev	1462

▼

NA

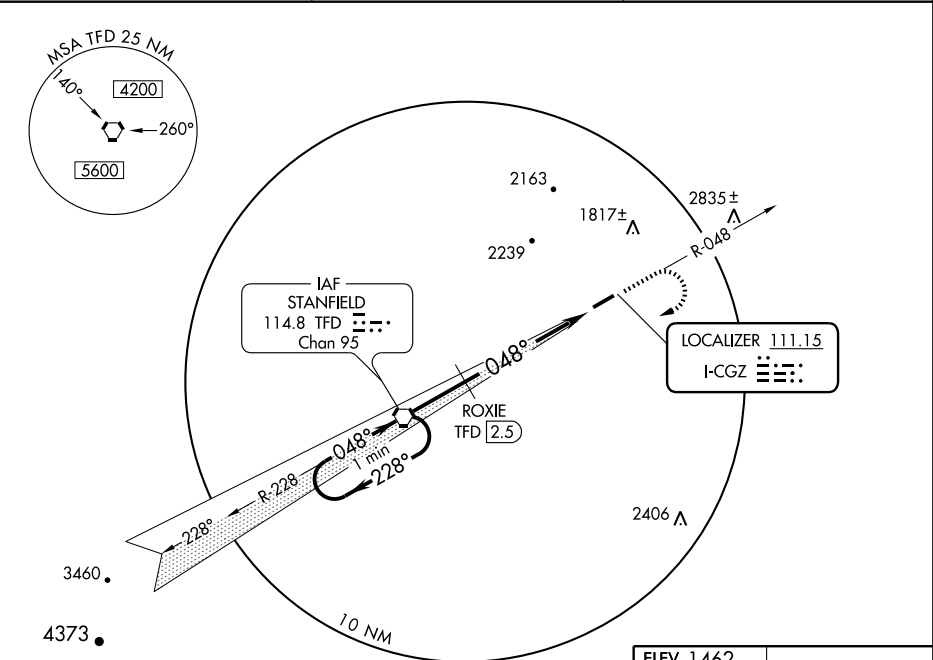
DME from TFD VORTAC; simultaneous reception of I-CGZ and TFD DME required.

MALS R

AS

MISSED APPROACH: Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
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ELEV 1462

The diagram shows the approach path with the 048° heading and the 228° heading. It includes the TFD (2.5) and the TFD (7.5). The path is shown with a 5200 x 100 ft width. The diagram also shows the 1479 ft obstacle and the 1511 ft obstacle. The path is shown with a 0.3 NM width. The diagram also shows the 1458± ft obstacle and the 1456 ft TDZE. The path is shown with a 0.3 NM width. The diagram also shows the 1458± ft obstacle and the 1456 ft TDZE.

One Minute Holding Pattern	VORTAC	ROXIE TFD 2.5	2100	3500	TFD
3500	228°	048°	TFD R-048		114.8
GS 3.00°		3200			
TCH 40		*3000	TFD 7.5		
	2.5 NM	5 NM	0.3		
		*LOC only			
CATEGORY	A	B	C	D	
S-ILS 5	1741-½	285 (300-½)		NA	
S-LOC 5	1840-½	384 (400-½)		NA	
CIRCLING	1900-1	1920-1		NA	
	438 (500-1)	458 (500-1)			

MIRL Rwy 5-23

Knots	60	90	120	150	180
Min:Sec					

VORTAC TFD <b>114.8</b> Chan <b>95</b>	APP CRS <b>048°</b>	Rwy Idg <b>5200</b> TDZE <b>1456</b> Apt Elev <b>1462</b>
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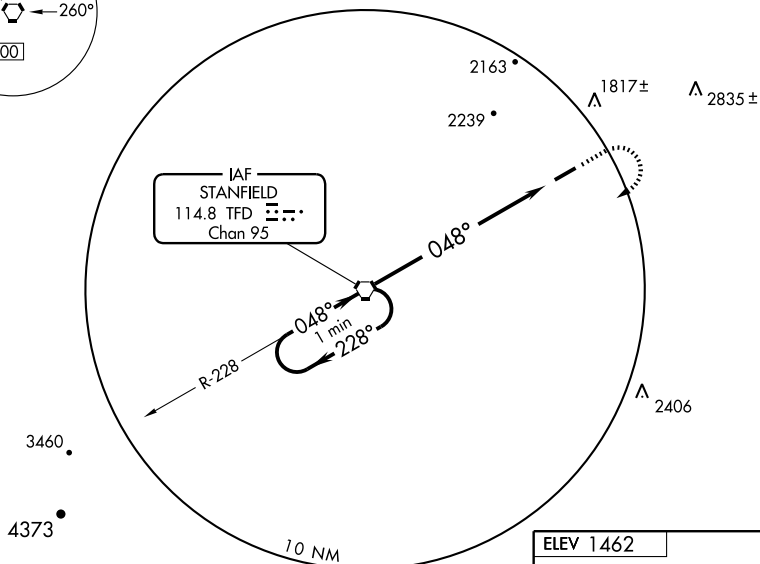
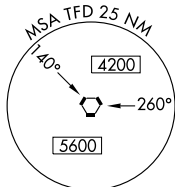


**MISSED APPROACH:** Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.

AWOS-3  
132.175

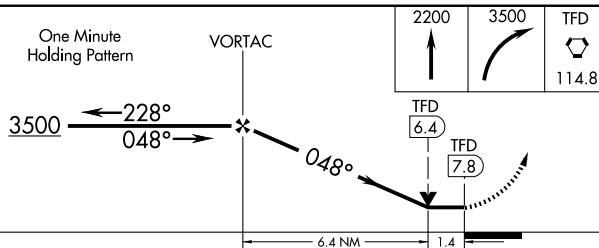
ALBUQUERQUE CENTER  
125.4 269.3

UNICOM  
122.7 (CTAF) **L**



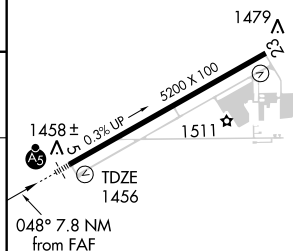
### One Minute Holding Pattern

VORTAC



CATEGORY	A	B	C	D
S-5	1960-½	504 (500-½)	NA	
CIRCLING	1960-1	498 (500-1)	NA	

ELEV 1462



MIRL Rwy 5-23

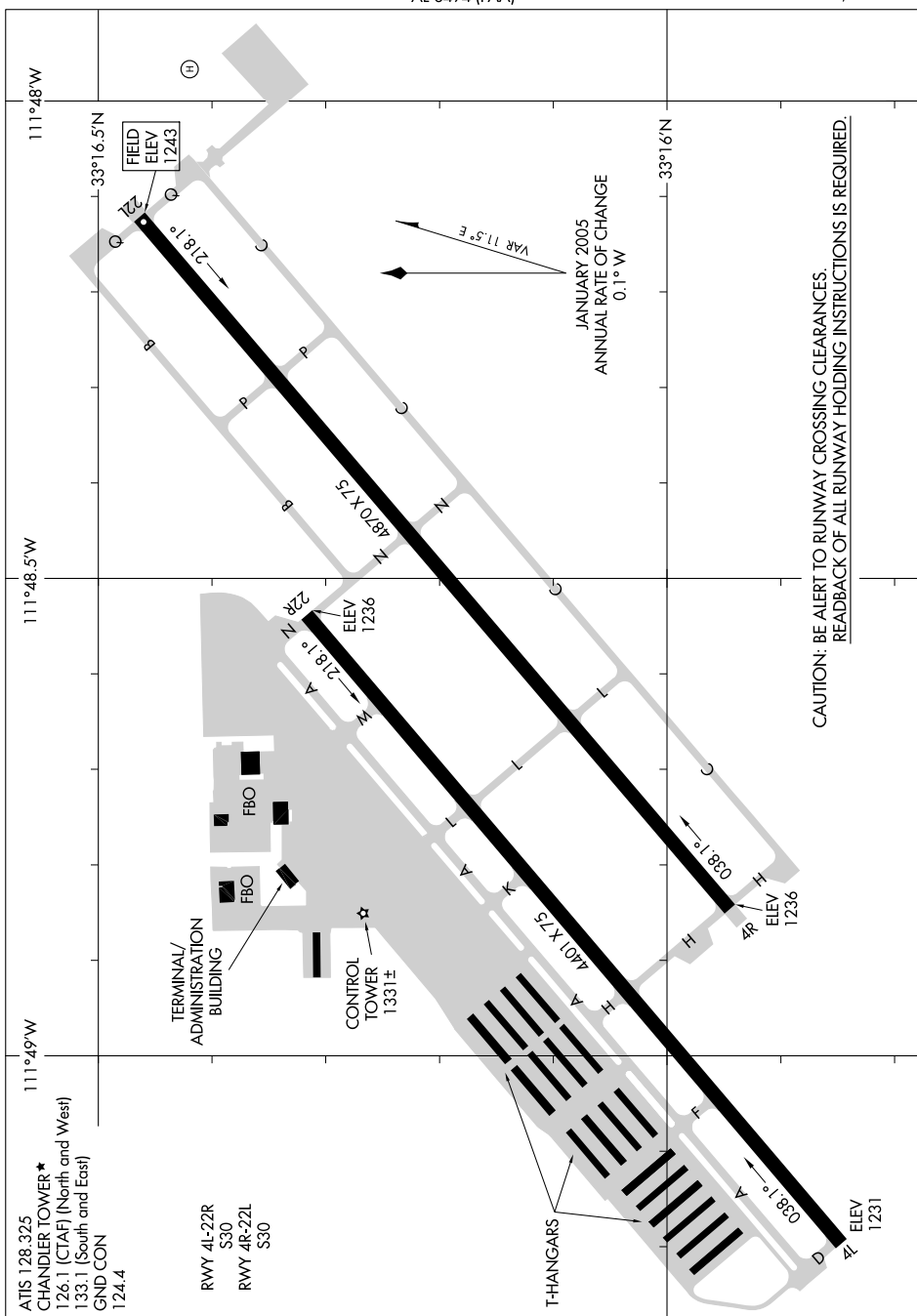
FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

# AIRPORT DIAGRAM

AL-6494 (FAA)

CHANDLER MUNI (CHD)  
CHANDLER, ARIZONA

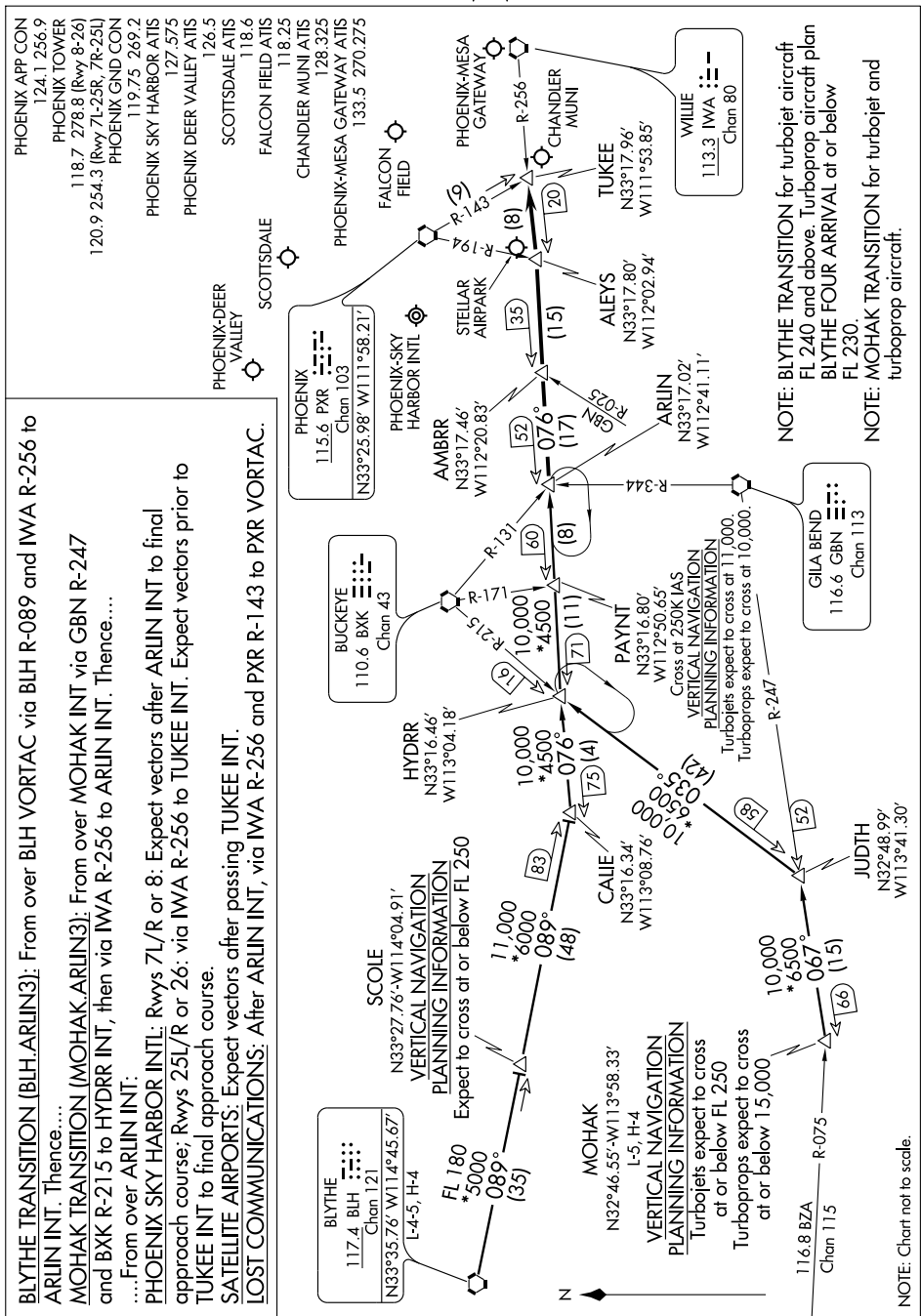


SW-4, 03 JUN 2010 to 01 JUL 2010

## ARLIN THREE ARRIVAL

ST-322 (FAA)

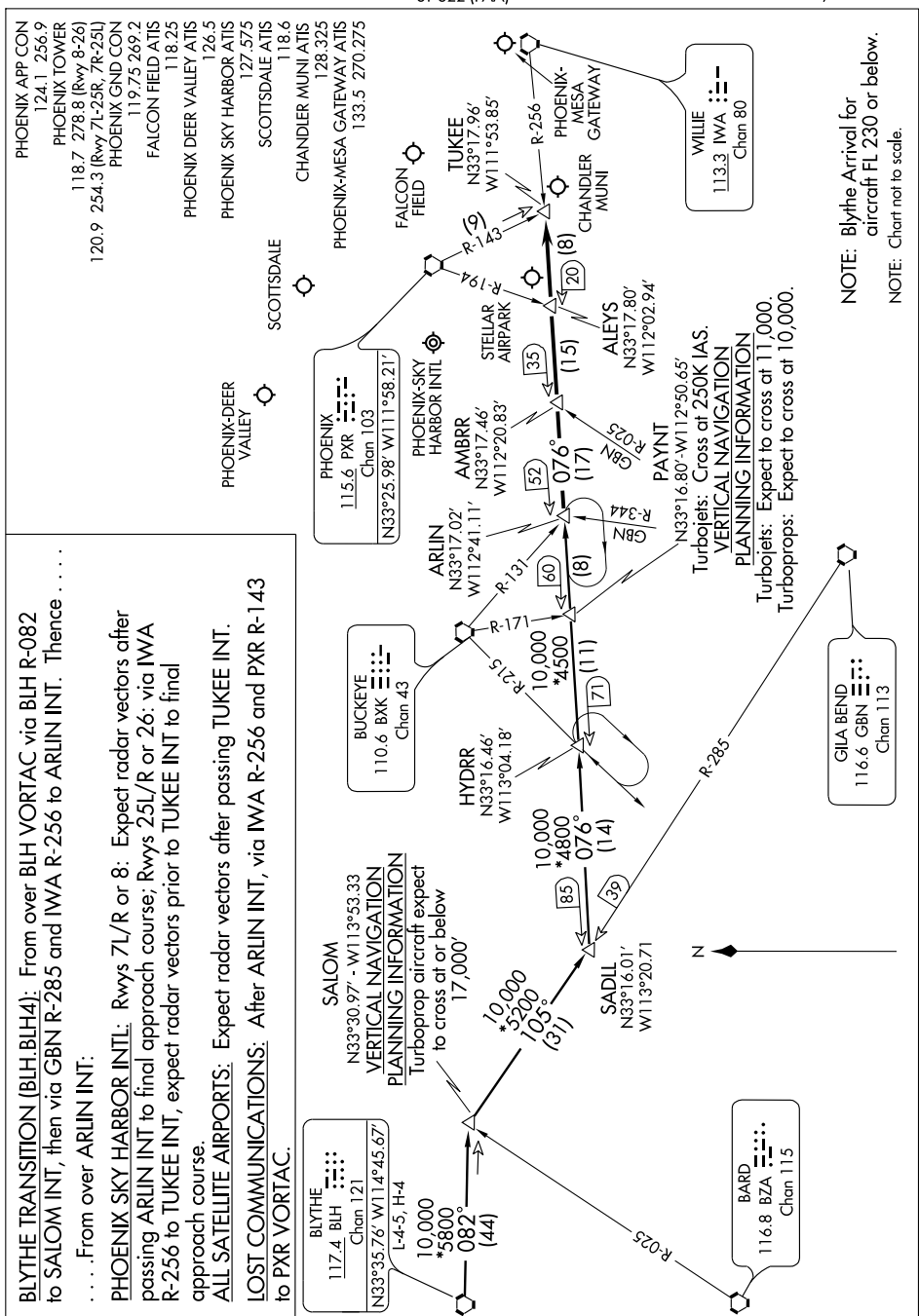
PHOENIX, ARIZONA



# BLYTHE FOUR ARRIVAL

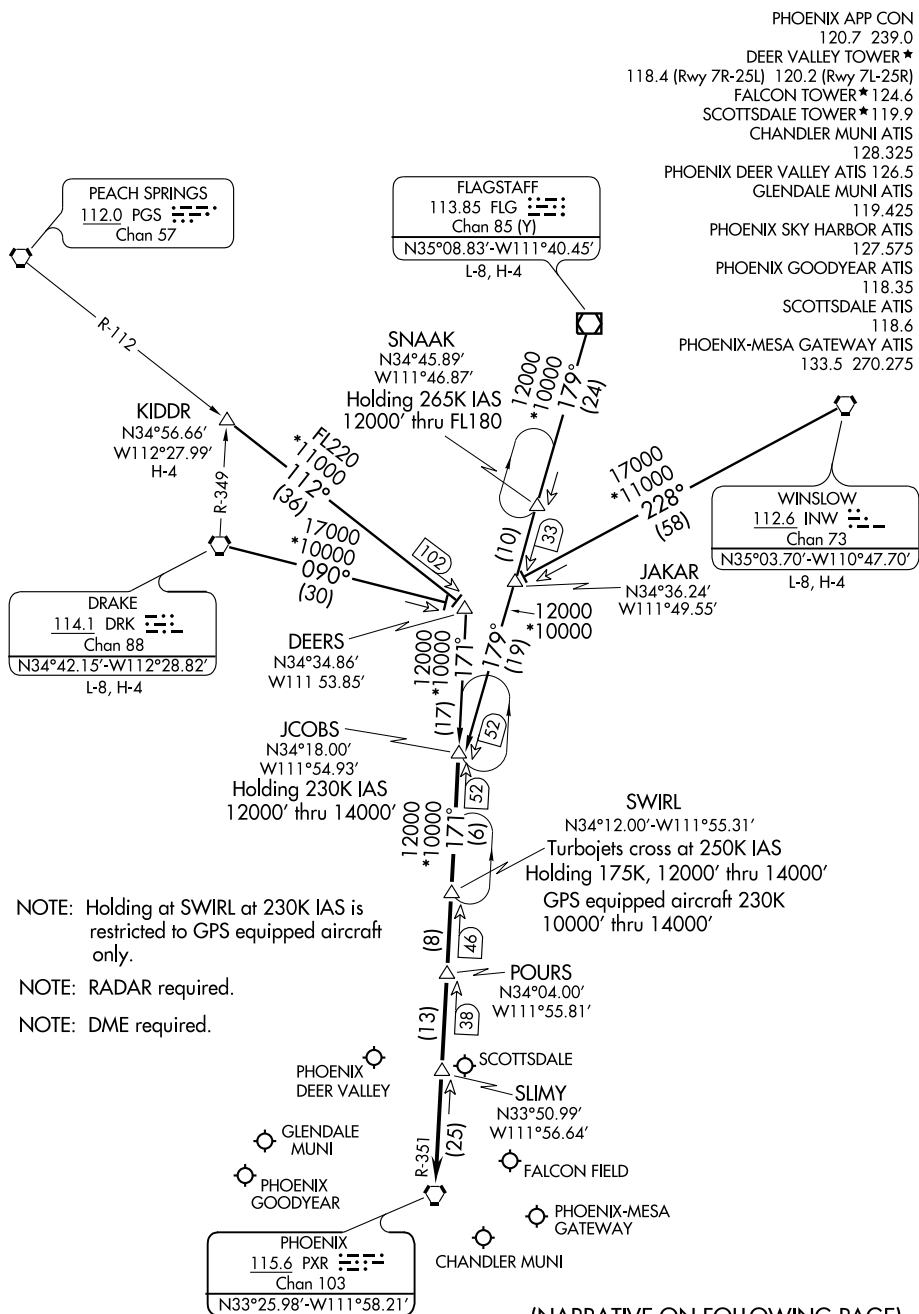
ST-322 (FAA)

PHOENIX, ARIZONA



## JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.



NDB RWY 4R  
CHANDLER MUNI (CHD)

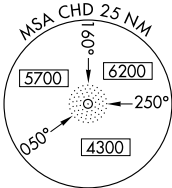
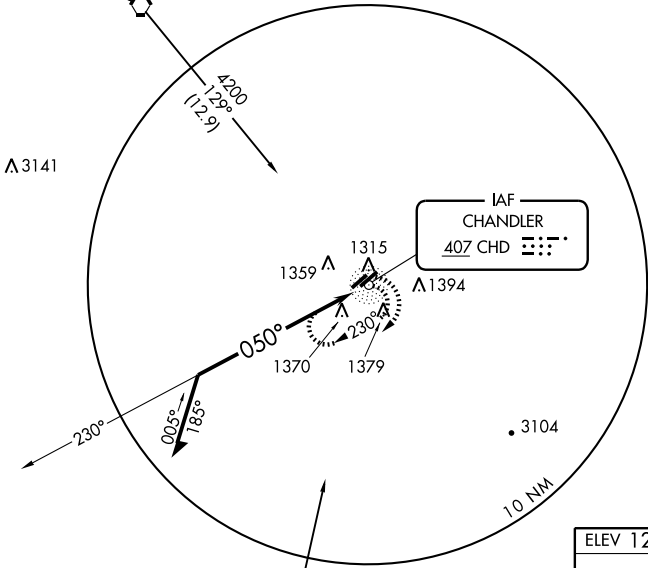
NDB	CHD	APP CRS	Rwy Idg	4870
407		050°	TDZE	1239
			Apt Elev	1243

**NA** When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 3000 in CHD holding pattern.

ATIS 128.325	PHOENIX APP CON 123.7 363.0	CHANDLER TOWER* 126.1 (CTAF) 133.1 (North and West) (South and East)	GND CON 124.4	UNICOM 122.95
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PHOENIX  
115.6 PXR  
Chan 103



STANFIELD  
114.8 TFD  
Chan 95

Remain within 10 NM

2800

230°

050°

\*NDB

3000

CHD

407

\* Maintain 3400 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-4R	1780-1	541 (600-1)	1780-1½ 541 (600-1½)	NA
CIRCLING	1780-1	538 (600-1)	1780-1½ 538 (600-1½)	NA

ELEV 1243

TWR 1331±

1281

1299

TDZE 1239

1269±

1265

050° to NDB

REIL Rwy 4R and 22L

MIRL Rwy 4L-22R and 4R-22L

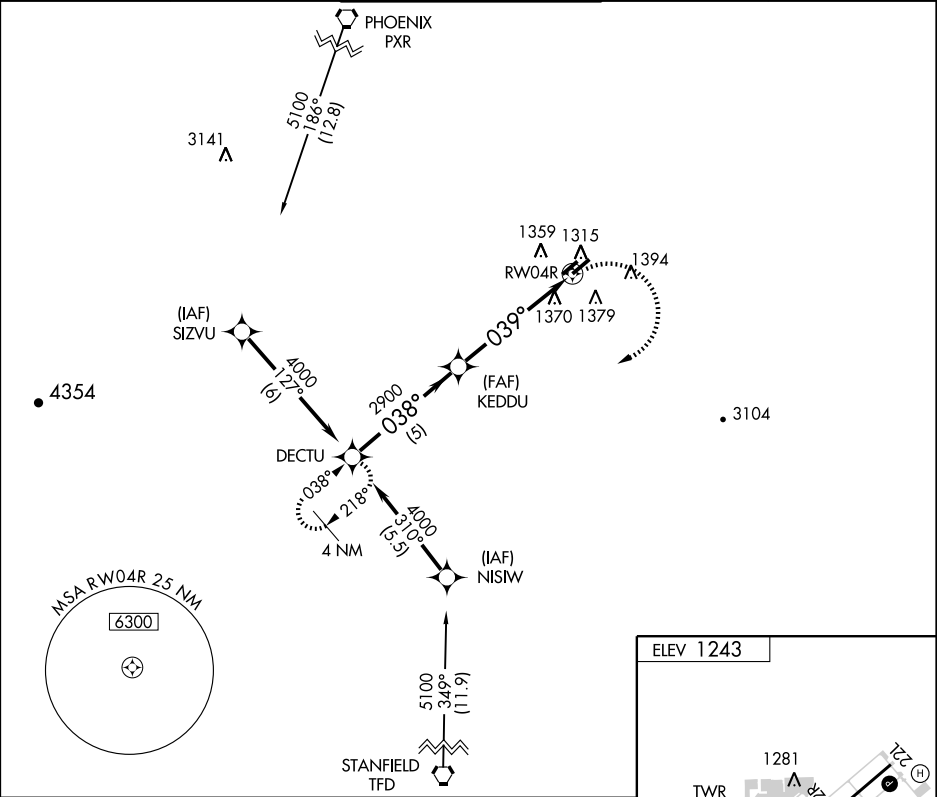
RNAV (GPS) RWY 4R  
CHANDLER MUNI (CHD)

APP CRS	Rwy Idg	4870
039°	TDZE	1240
	Apt Elev	1243

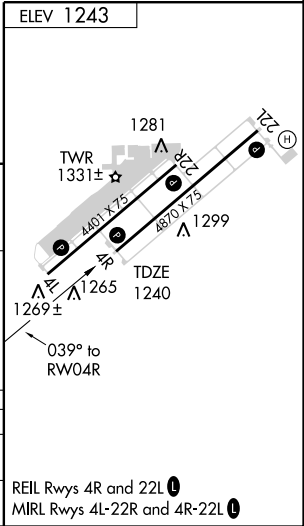
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
When VGSI inoperative, circling to Rwy 4L NA at night.

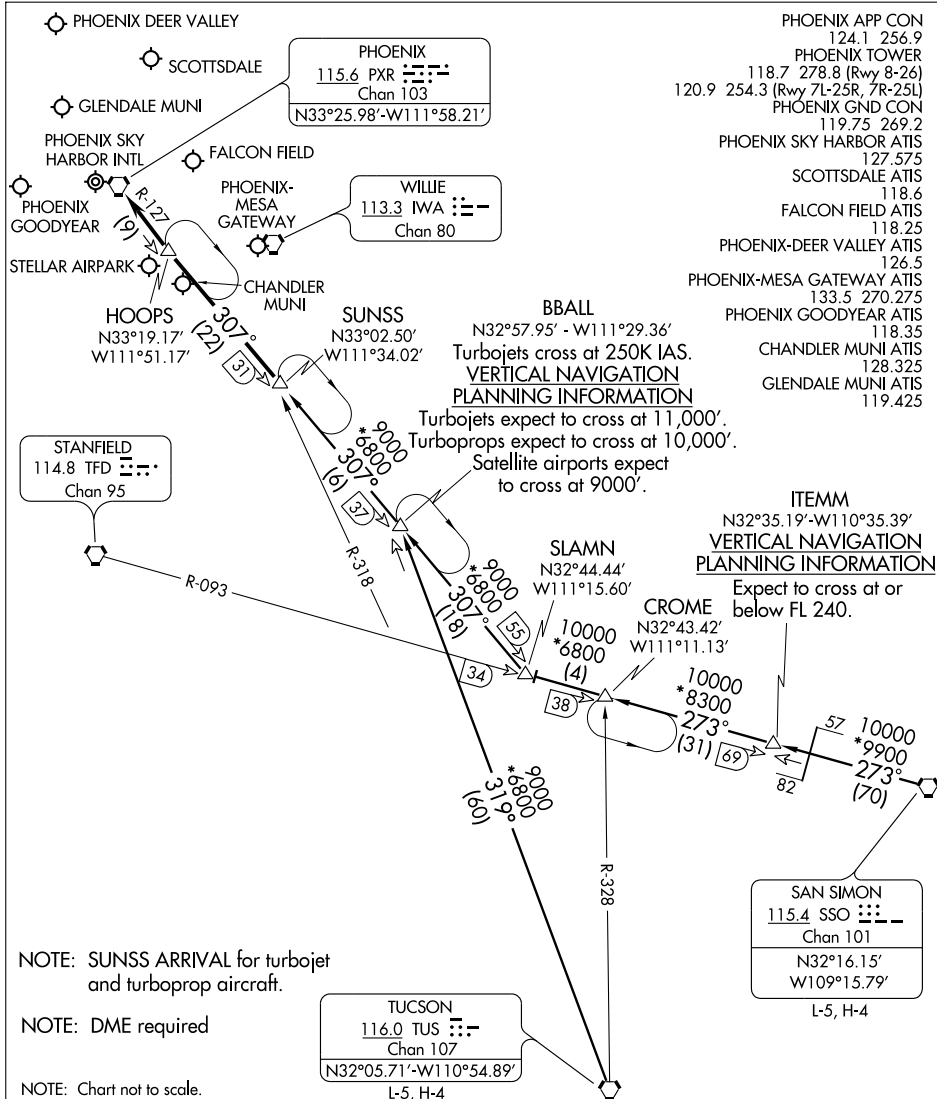
MISSED APPROACH: Climbing right turn to 4000 direct to DECTU WP and hold.

ATIS 128.325	PHOENIX APP CON 123.7 363.0	CHANDLER TOWER ★ 126.1 (CTAF) 0 133.1 (North and West) (South and East)	GND CON 124.4	UNICOM 122.95
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Procedure Turn NA				
DECTU				
4000				
038°				
KEDDU				
2900				
2.90° TCH 37				
039°				
1.3 NM to RW04R				
RW04R				
5 NM				
4 NM				
1.3				
CATEGORY	A	B	C	D
LNAV MDA	1680-1	440 (500-1)	1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1	477 (500-1)	1720-1½ 477 (500-1½)	NA





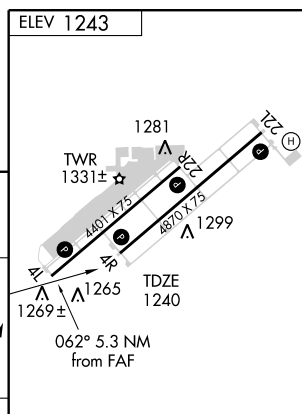
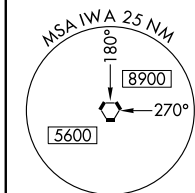
**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

**MISSED APPROACH:** Climbing right turn to 6400 via IWA  
R-242 to SECKA Int and hold.

**MISSED APPROACH:** Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

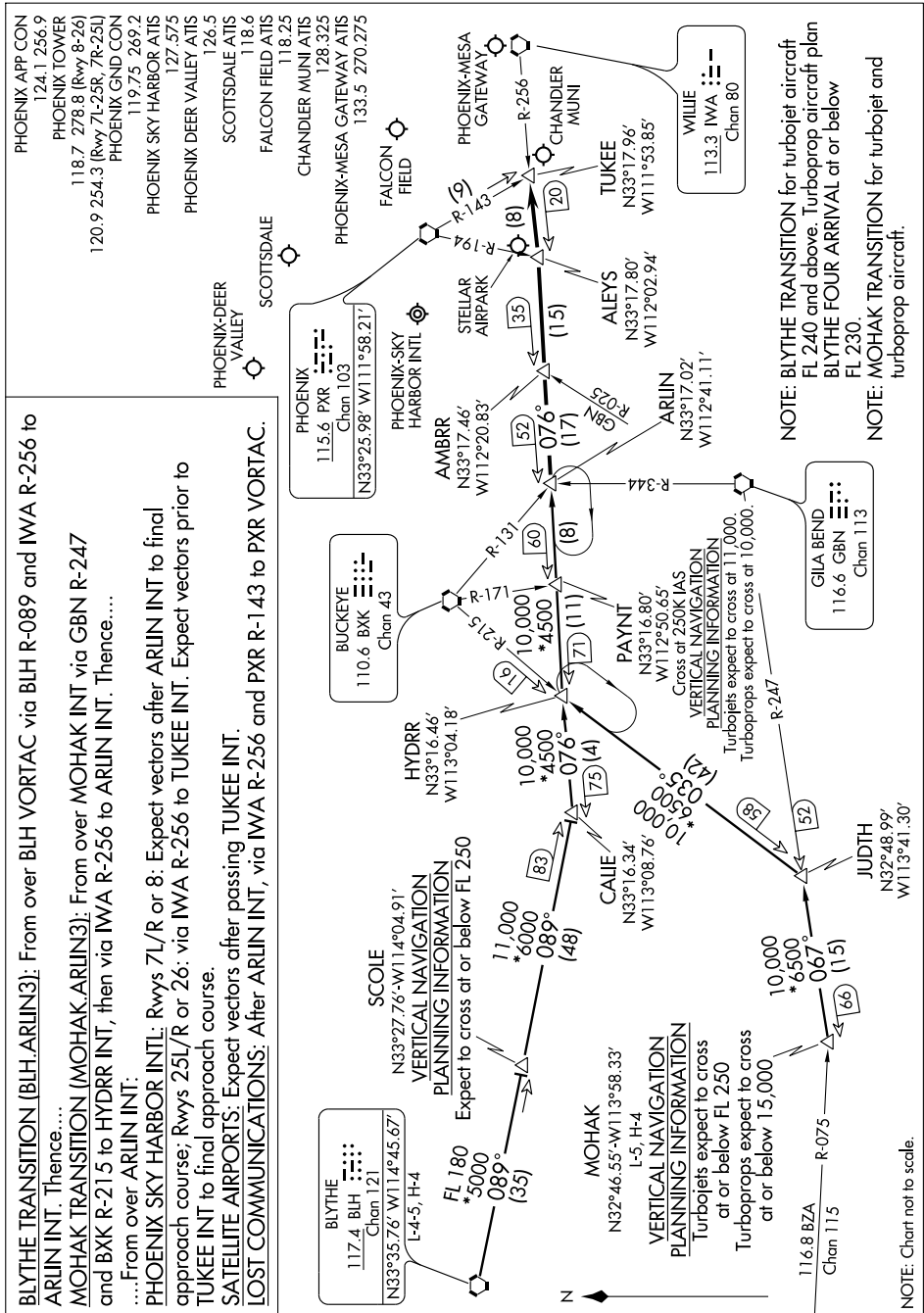
UNICOM  
122.95

REIL Rwy 4R and 22L <b>L</b>					
MIRL Rwy 4L-22R and 4R-22L <b>L</b>					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

## ARLIN THREE ARRIVAL

ST-322 (FAA)

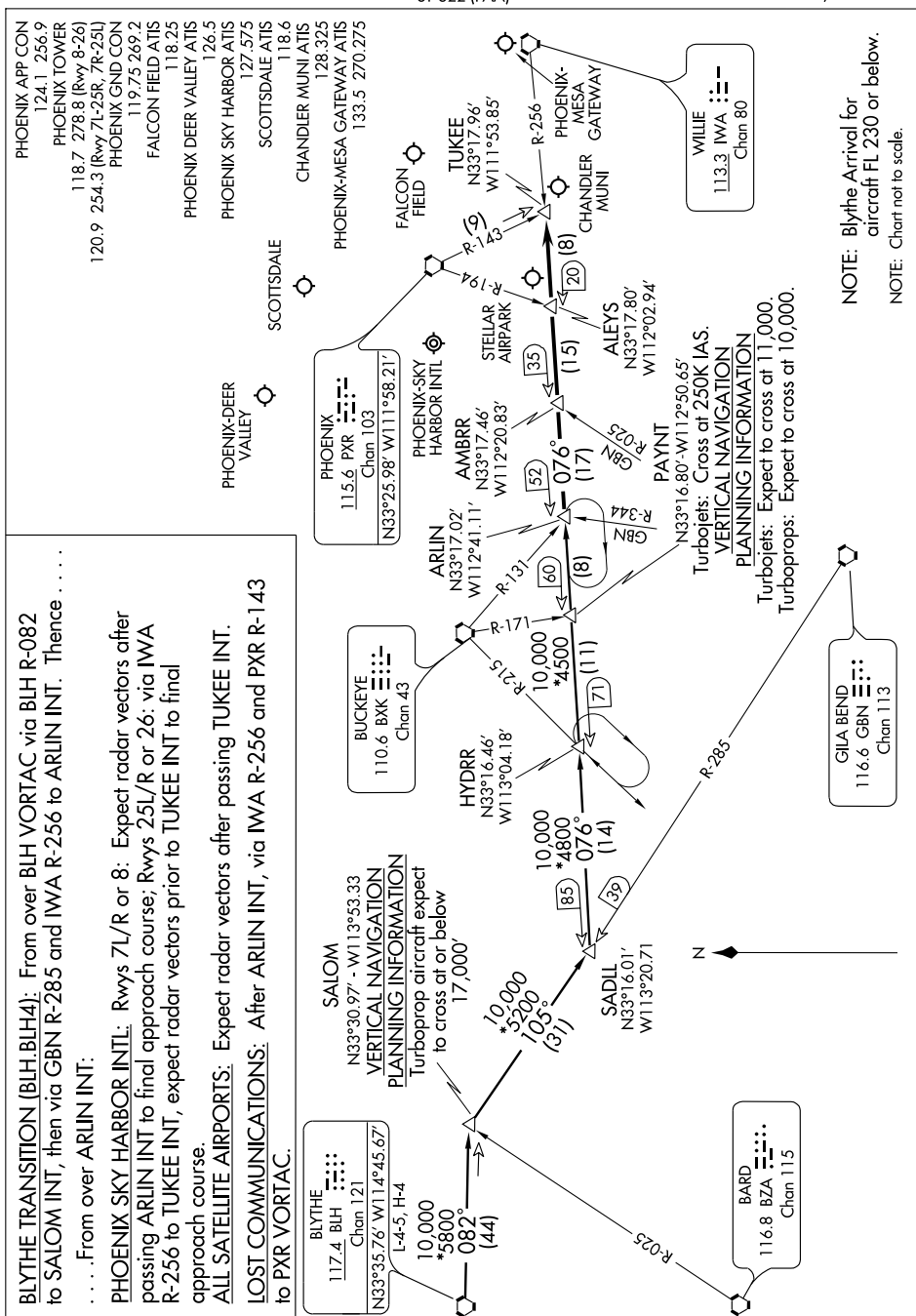
PHOENIX, ARIZONA

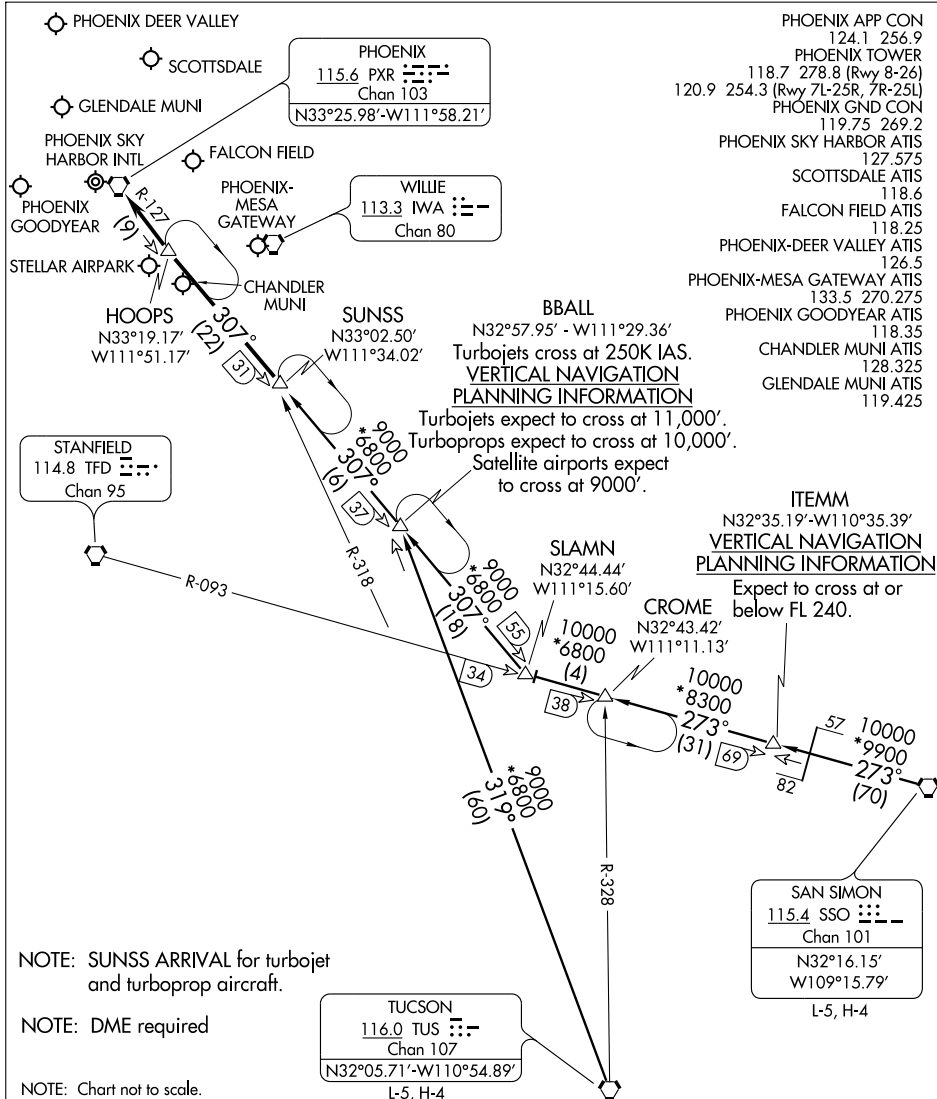


## BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

VORTAC PXR <b>115.6</b> Chan <b>103</b>	APP CRS <b>330°</b>	Rwy Idg TDZE Apt Elev <b>1180</b>	<b>N/A</b> <b>N/A</b> <b>1180</b>
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# VOR or GPS-A

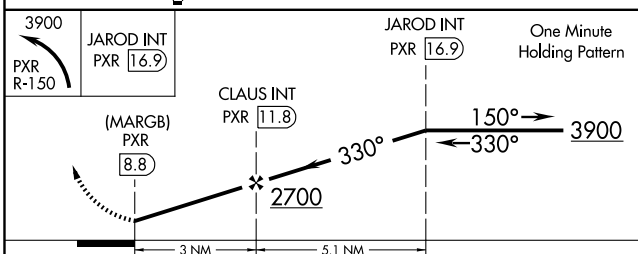
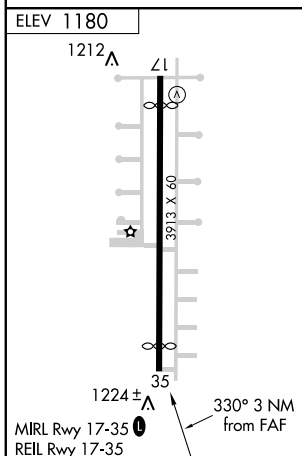
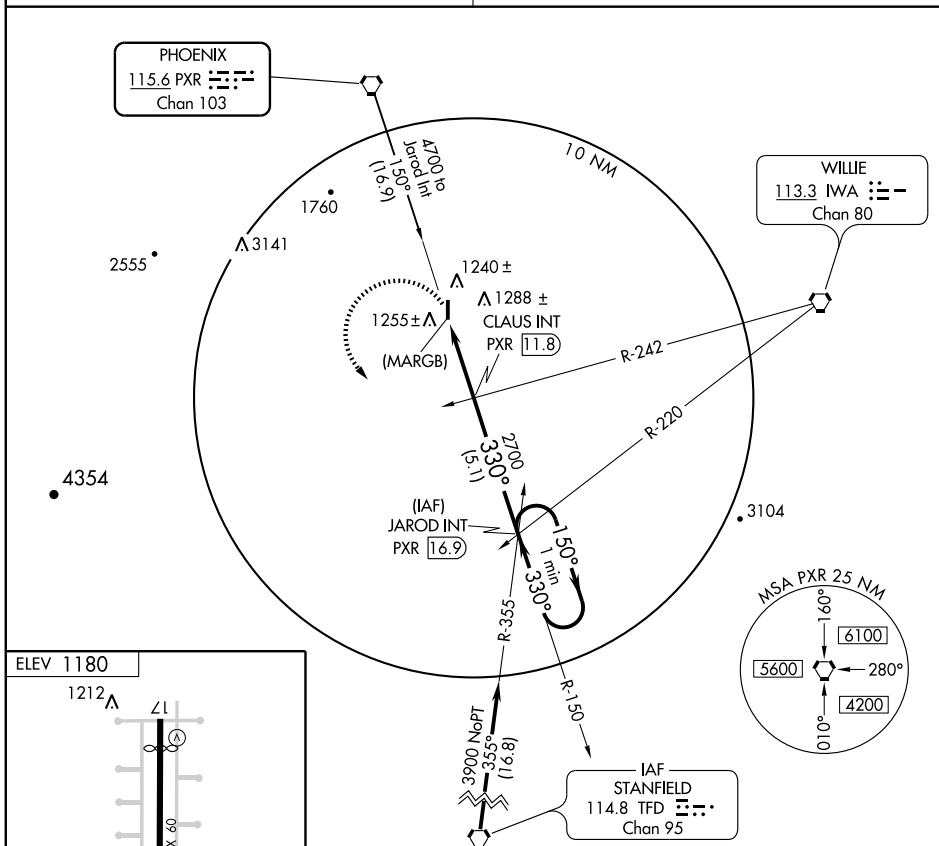
CHANDLER/ STELLAR AIRPARK (P19)

**▼** Use Phoenix Sky Harbor Intl altimeter setting.  
**▲ NA** Procedure not authorized at night.

**MISSED APPROACH:** Climbing left turn to 3900 via PXR R-150 to JAROD Int/PXR 16.9 DME and hold.

PHOENIX APP CON  
**123.7 363.0**

CTAF  
**122.9 0**



FAF to MAP 3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1600-1 420 (500-1)	1640-1 460 (500-1)	1640-1½ 460 (500-1½)	NA
Min:Sec	3:00	2:00	1:30	1:12	1:00					

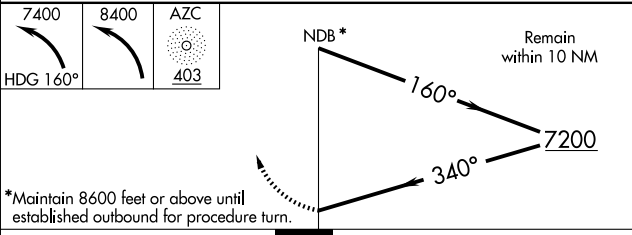
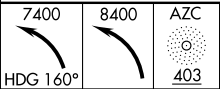
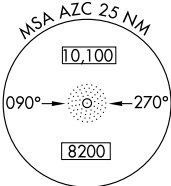
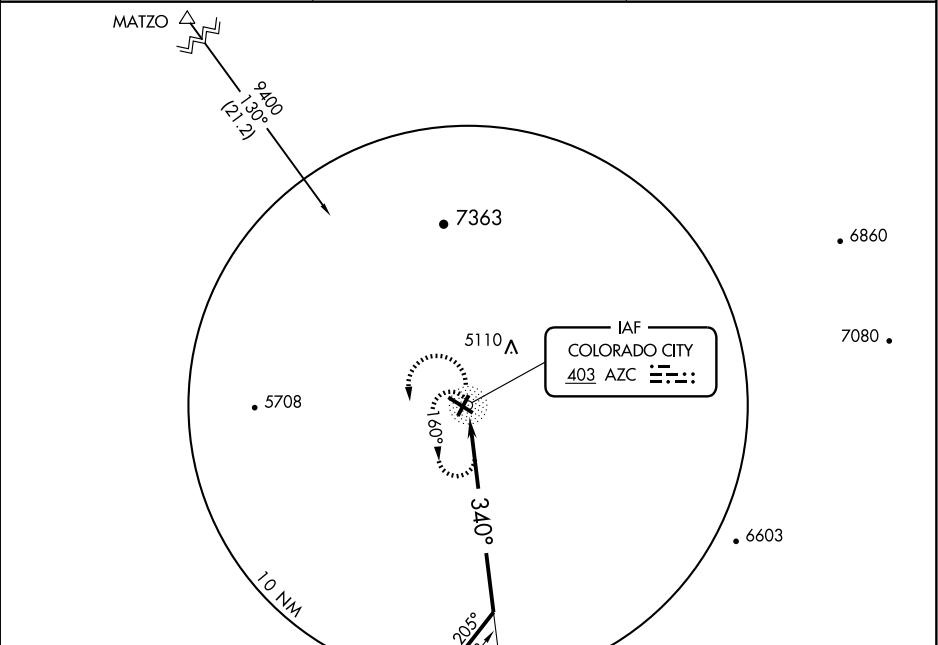


NDB AZC <b>403</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>4871</b>
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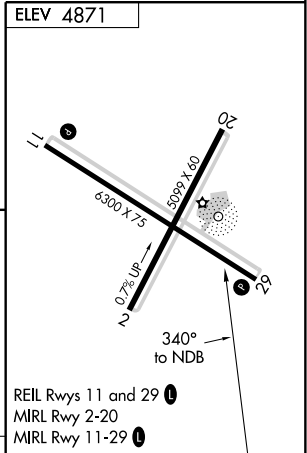
NDB or GPS-A  
COLORADO CITY MUNI (AZC)

<b>NA</b>	When local altimeter setting not received, procedure not authorized.	MISSED APPROACH: Climbing left turn to 7400 via heading 160°, then climbing left turn to 8400 direct AZC NDB and hold.
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AWOS-3 <b>118.375</b>	LOS ANGELES CENTER <b>124.2 343.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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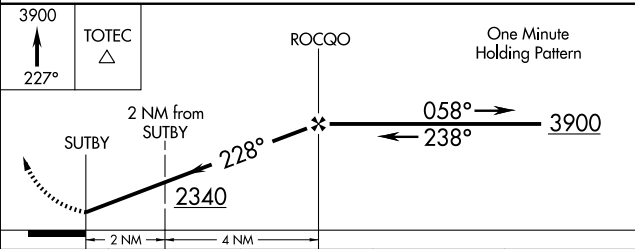
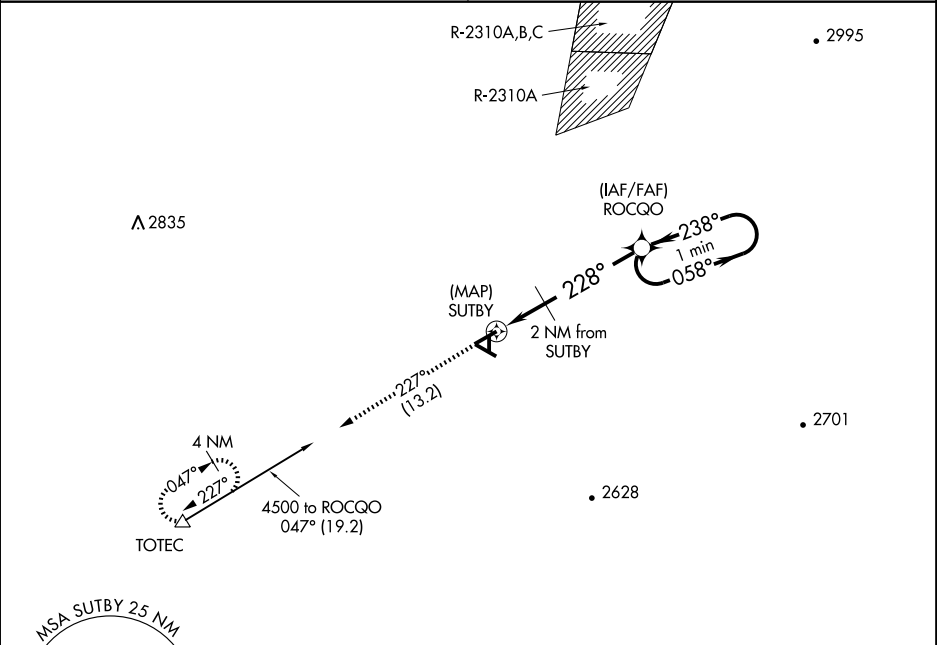
\*Maintain 8600 feet or above until established outbound for procedure turn.



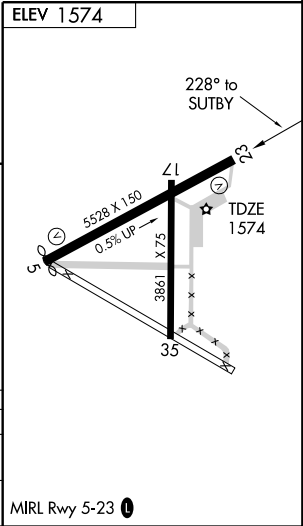
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	5700-1 829 (900-1)	5700-1¼ 829 (900-1¼)	5700-2½ 829 (900-2½)	5700-2¾ 829 (900-2¾)	Min:Sec					

APP CRS 228°	Rwy Idg 5528
	TDZE 1574
	Apt Elev 1574

<div>▼ ▲ NA</div>	Use Casa Grande Muni alimeter setting.	MISSED APPROACH: Climb to 3900 via 227° course to TOTEC and hold.
ALBUQUERQUE CENTER 125.4 269.3		UNICOM 123.075 (CTAF) 0



CATEGORY	A	B	C	D
S-23	2060-1	486 (500-1)	NA	
CIRCLING	2100-1	526 (600-1)	NA	



▼

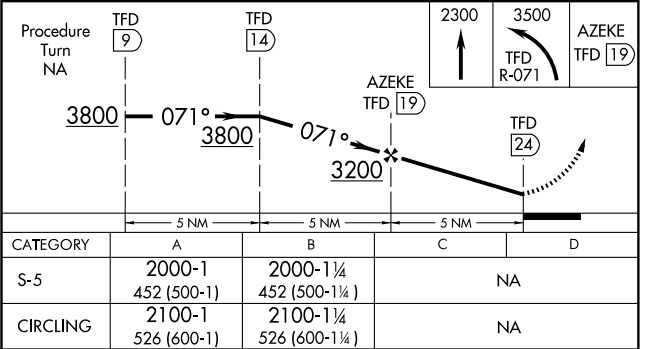
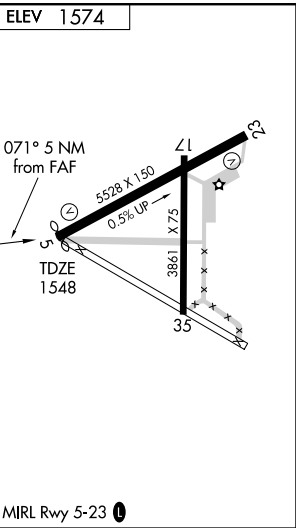
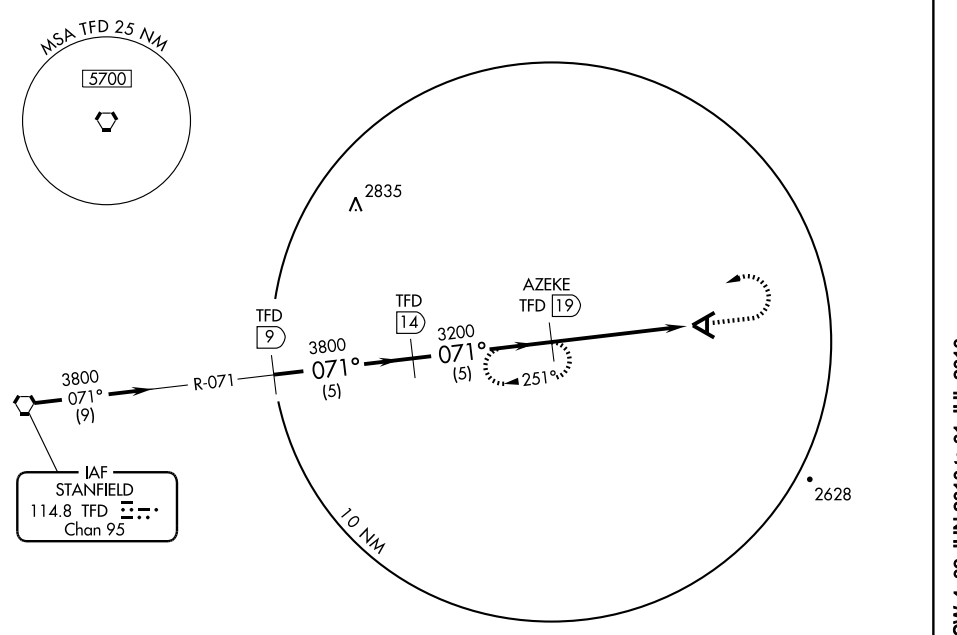
▲ NA

Use Casa Grande Muni altimeter setting.

MISSED APPROACH: Climb to 2300, then climbing left turn to 3500 via TFD VORTAC R-071 to AZEKE/19 DME and hold.

ALBUQUERQUE CENTER  
125.4 269.3

UNICOM  
123.075 (CTAF) 0



SW-4. 03 JUN 2010 to 01 JUL 2010

▼

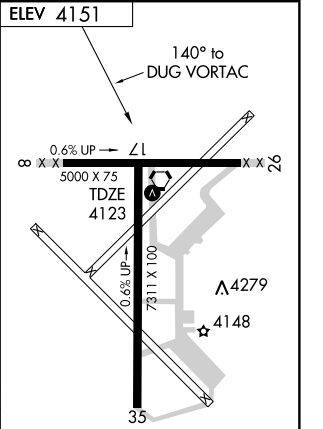
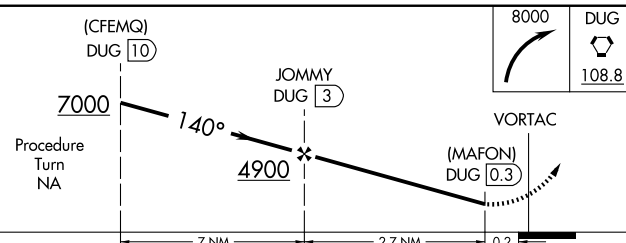
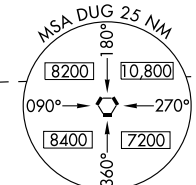
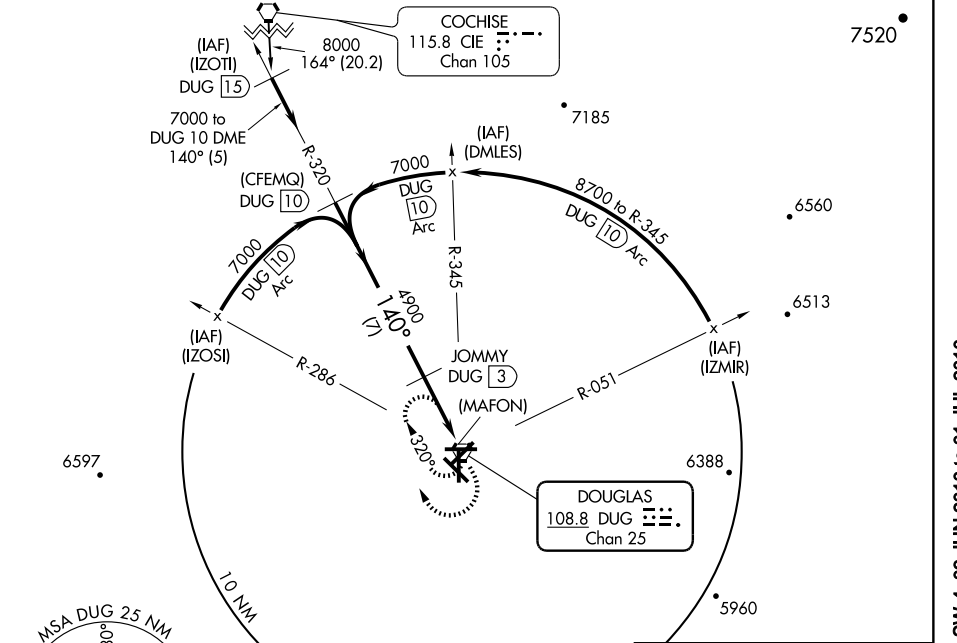
▲

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS  
119.275

PRESCOTT RADIO  
122.6

UNICOM  
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-17	4440-1 317 (300-1)			
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 0

SW-4. 03 JUN 2010 to 01 JUL 2010

VOR RWY 17

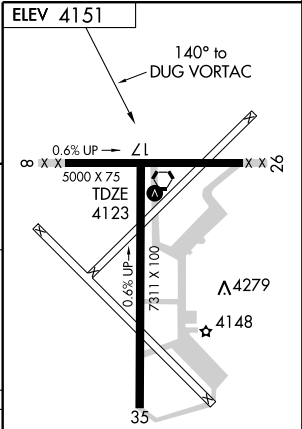
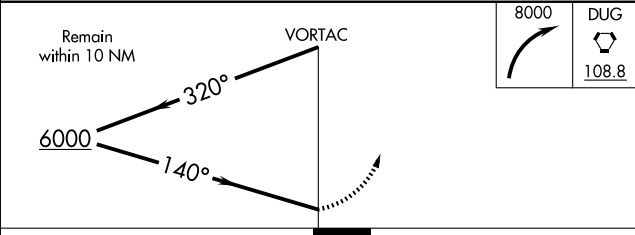
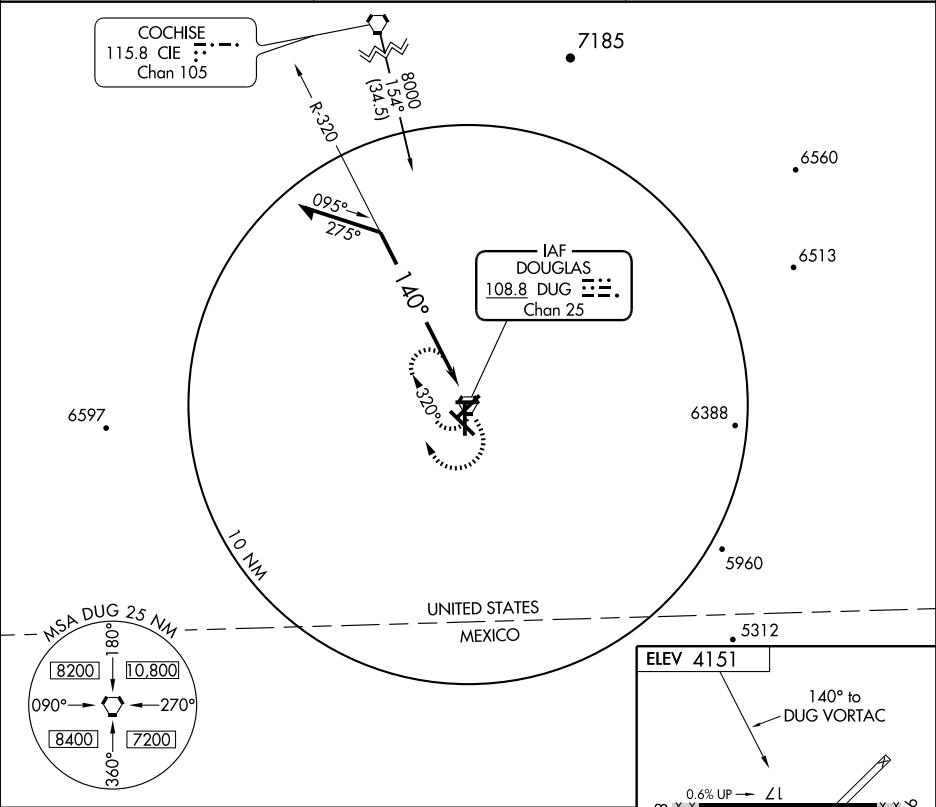
VORTAC DUG	APP CRS	Rwy Idg	7311
108.8	140°	TDZE	4123
Chan 25		Apt Elev	4151

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)



MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	4580-1	457 (500-1)	4580-1½ 457 (500-1½)	4580-1½ 457 (500-1½)
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 0

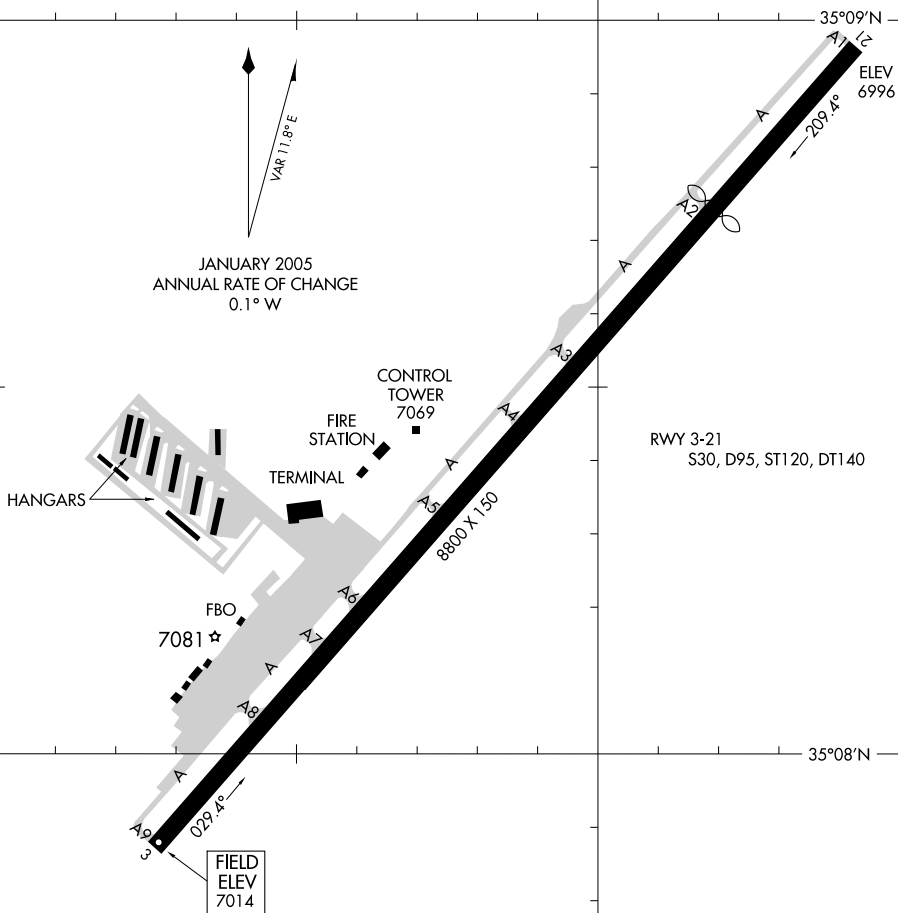
## AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)  
FLAGSTAFF, ARIZONA

ATIS  
 125.8  
 FLAGSTAFF TOWER ★  
 134.55 226.3  
 GND CON  
 121.9

D



RWY 3-21  
 S30, D95, ST120, DT140

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

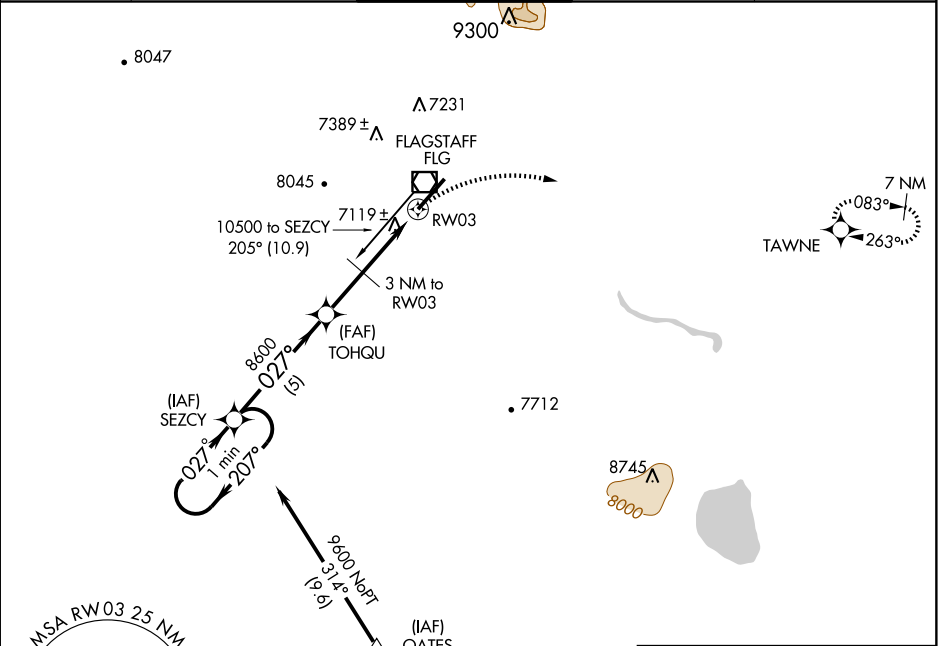
SW-4, 03 JUN 2010 to 01 JUL 2010

APP CRS 027°	Rwy Idg TDZE Apt Elev	8800 7011 7011
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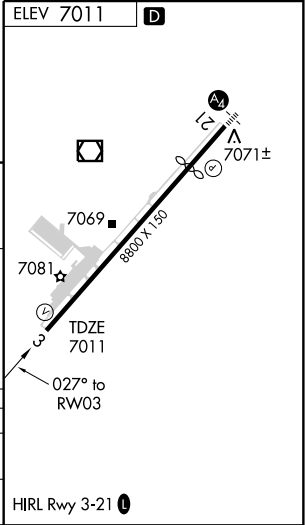
NA

MISSED APPROACH: Climbing right turn to 9500  
direct TAWNE and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-3	7380-1 369 (400-1)			7380-1¼ 369 (400-1¼)
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1¼ 609 (700-1¼)	7640-2 629 (700-2)



LOC I-FLG	APP CRS	Rwy Idg	7000
110.5	210°	TDZE	7000
		Apt Elev	7011

ILS or LOC/DME RWY 21

FLAGSTAFF PULLIAM (FLG)

▼

DME from FLG VOR/DME. Simultaneous reception of I-FLG and FLG DME required.

▲

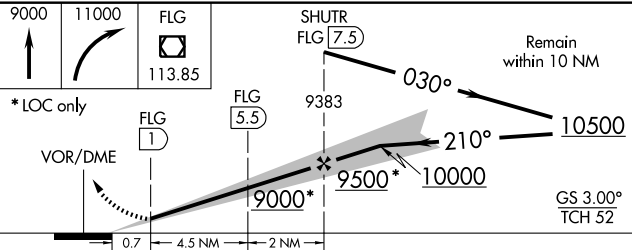
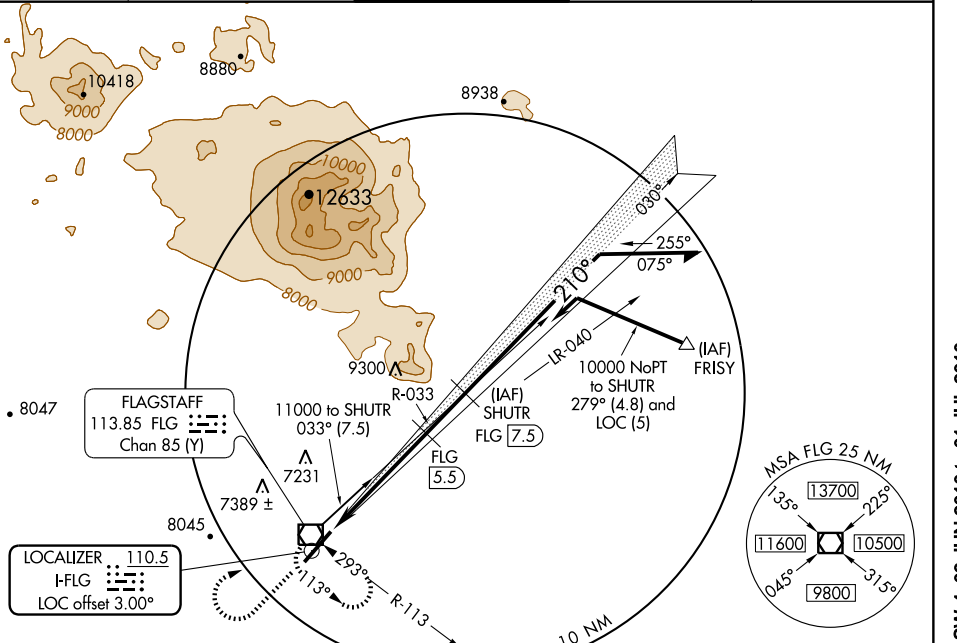
Auto coupled approach not authorized below 7640 feet MSL.

MALS

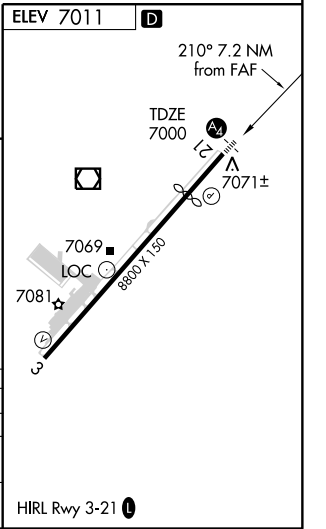
MISSED APPROACH:

Climb to 9000 then climbing right turn to 11000 direct to FLG VOR/DME and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 21	7250-½ 250 (300-½)			
S-LOC 21	7480-½ 480 (500-½)	7480-¾ 480 (500-¾)	7480-1 480 (500-1)	
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1¾ 609 (700-1¾)	7640-2 629 (700-2)



SW-4. 03 JUN 2010 to 01 JUL 2010



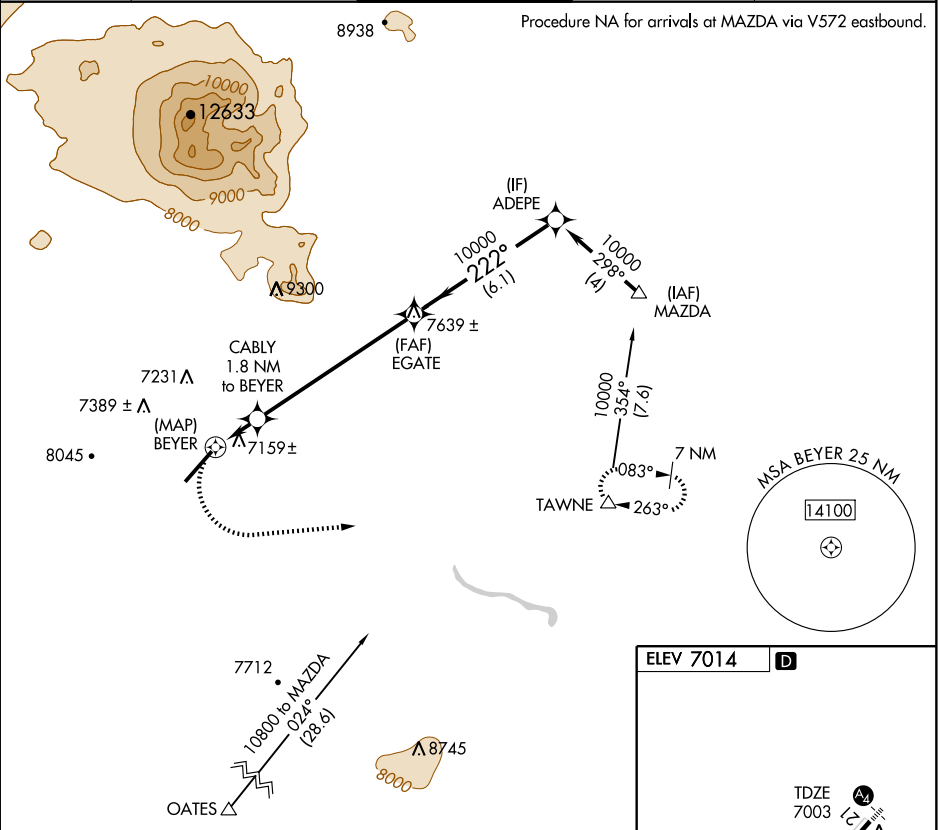
APP CRS	Rwy Idg	7000
222°	TDZE	7003
	Apt Elev	7014

# RNAV (GPS) Y RWY 21

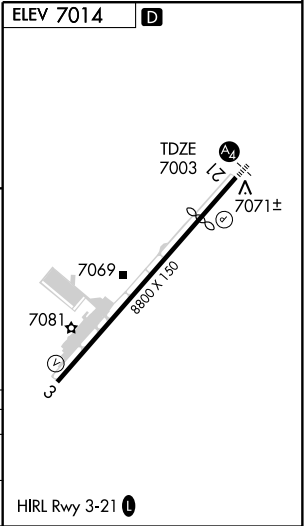
FLAGSTAFF PULLIAM (FLG)

<p><b>▼</b> When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climbing left turn to 10500 direct TAWNE and hold, continue climb-in-hold to 10500.</p>
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ATIS <b>125.8</b>	ALBUQUERQUE CENTER <b>124.5 306.2</b>	FLAGSTAFF TOWER ★ <b>134.55 (CTAF) 0 226.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	7420-1 417 (500-1)	7420-1 417 (500-1)	7420-1¼ 417 (500-1¼)	7420-1⅞ 417 (500-1⅞)
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	7560-1½ 546 (600-1½)	7580-2 566 (600-2)



▼

When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MAIS

MISSED APPROACH: Climb to 10500 direct WELAT and via 162° track to SECOK and left turn via 043° track to TAWNE and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 226.3	GND CON 121.9	UNICOM 122.95
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The main chart displays the RNAV (GPS) Z RWY 21 approach. Key features include:

- Waypoints:** WELAT, SECOK, TAWNE, ZIGNO, YANUP, (IF) YANUP, (IAF) MAZDA, (MAP) (INUZE).
- Altitudes:** 10500, 10000, 7000, 7014, 7069, 7081, 7071±.
- Tracks:** 162° trk, 043° trk, 210° trk.
- Obstacles:** 8047, 7231, 7389±, 8045, 7712, 8745, 9300, 9000, 8000.
- Procedures:** Procedure NA for arrivals at MAZDA via V572 eastbound. Procedure NA for missed approach.
- MSA:** MSA INUZE 25 NM, 14100.

ELEV 7014

D

10500

WELAT

162° trk

SECOK

043° trk

TAWNE

Procedure Turn NA

ZIGNO

YANUP

(INUZE)

210°

10000

GS 3.00°

TCH 51

9 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	7303-1 300 (300-1)			

HIRL Rwy 3-21

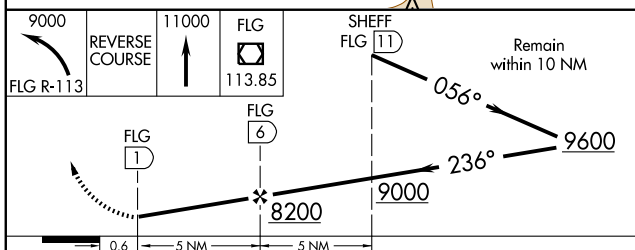
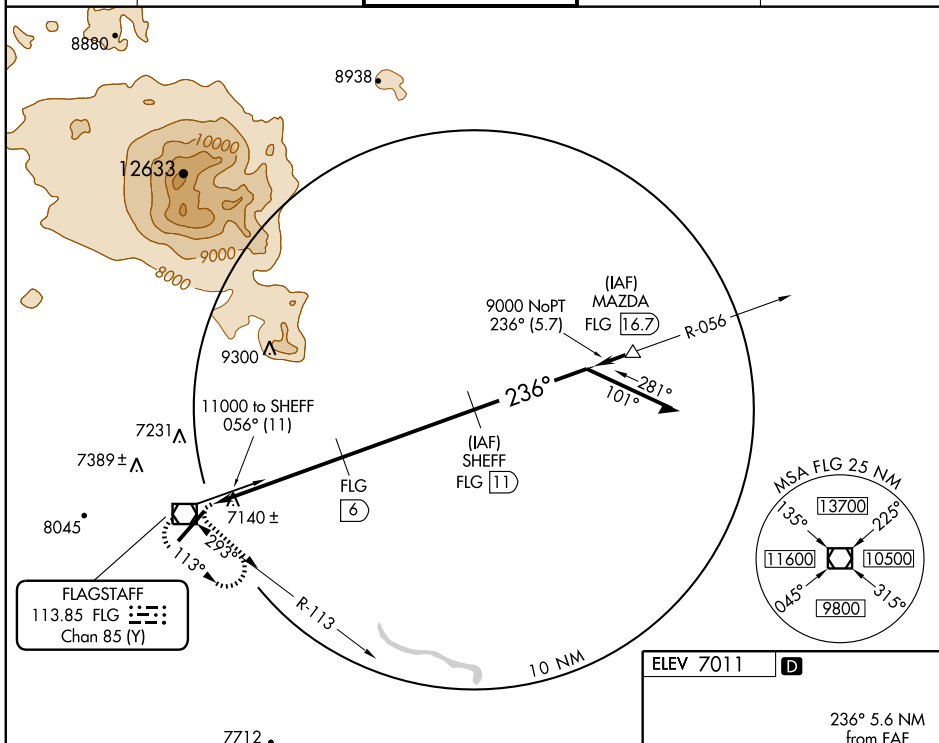
SW-4. 03 JUN 2010 to 01 JUL 2010

VOR/DME RWY 21  
FLAGSTAFF PULLIAM (FLG)

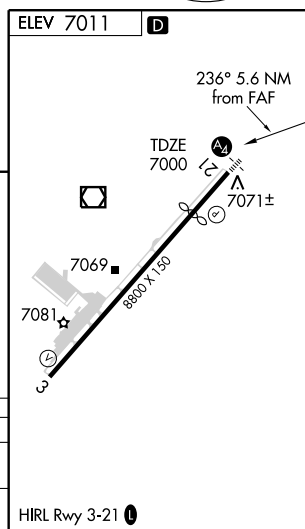
MALS



**MISSED APPROACH:** Climbing left turn to 9000 via FLG R-113, reverse course climbing to 11000 direct to FLG VOR/DME and hold.

UNICOM  
122.95

CATEGORY	A	B	C	D
S-21	7800-1 800 (800-1)	7800-1¼ 800 (800-1¼)	7800-2¼ 800 (800-2¼)	7800-2½ 800 (800-2½)
CIRCLING	7800-1 789 (800-1)	7800-1¼ 789 (800-1¼)	7800-2¼ 789 (800-2¼)	7800-2½ 789 (800-2½)



VOR/DME FLG <b>113.85</b> Chan <b>85</b> (Y)	APP CRS <b>293°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>7011</b>
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VOR or GPS-A  
FLAGSTAFF PULLIAM (FLG)



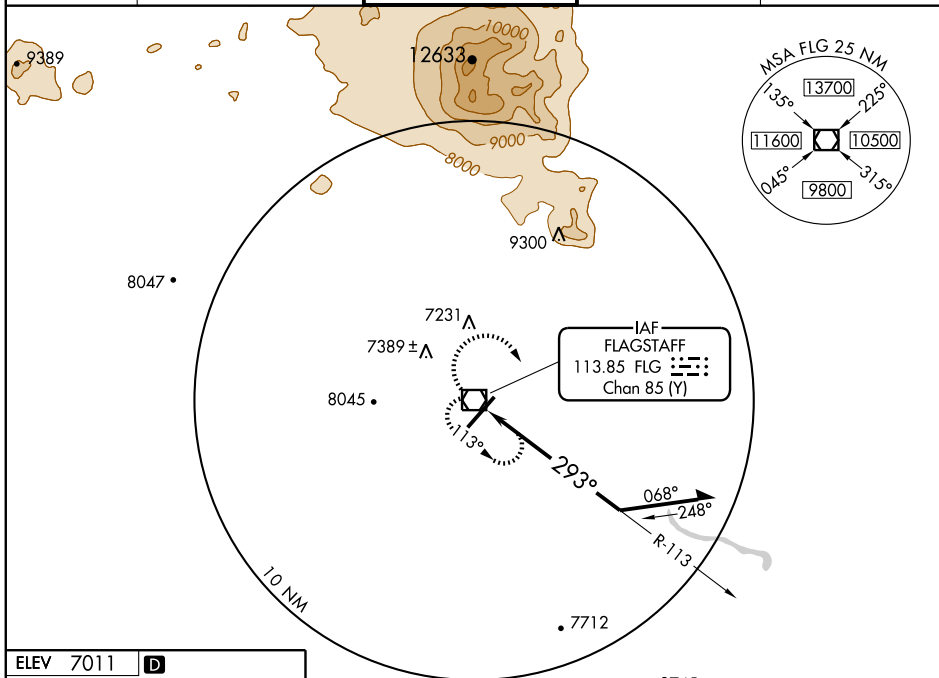
**MISSED APPROACH:** Climbing right turn to 9000 via FLG R-113 reverse course climbing to 11000 direct to FLG VOR/DME and hold.

ATIS  
125.8

ALBUQUERQUE CENTER  
124.5 306.2

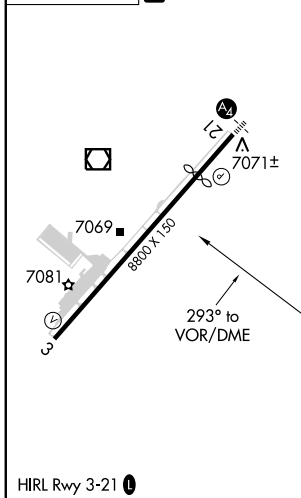
FLAGSTAFF TOWER ★  
134.55 (CTAF) **L** 226.3




GND CON  
**121.9**

UNICOM  
122.95

SW-4. 03 JUN 2010 to 01 JUL 2010

ELEV	7011	D
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9000  FLG R-113	REVERSE COURSE	11000 	FLG  113.85
--	-------------------	--	--

VOR/DME\*

Remain  
within 10 NM

\* Maintain 11000 until established  
outbound to procedure turn.

CATEGORY

A	B
7700-1	688 (700-1)

C
7700-2
688 (700-2)

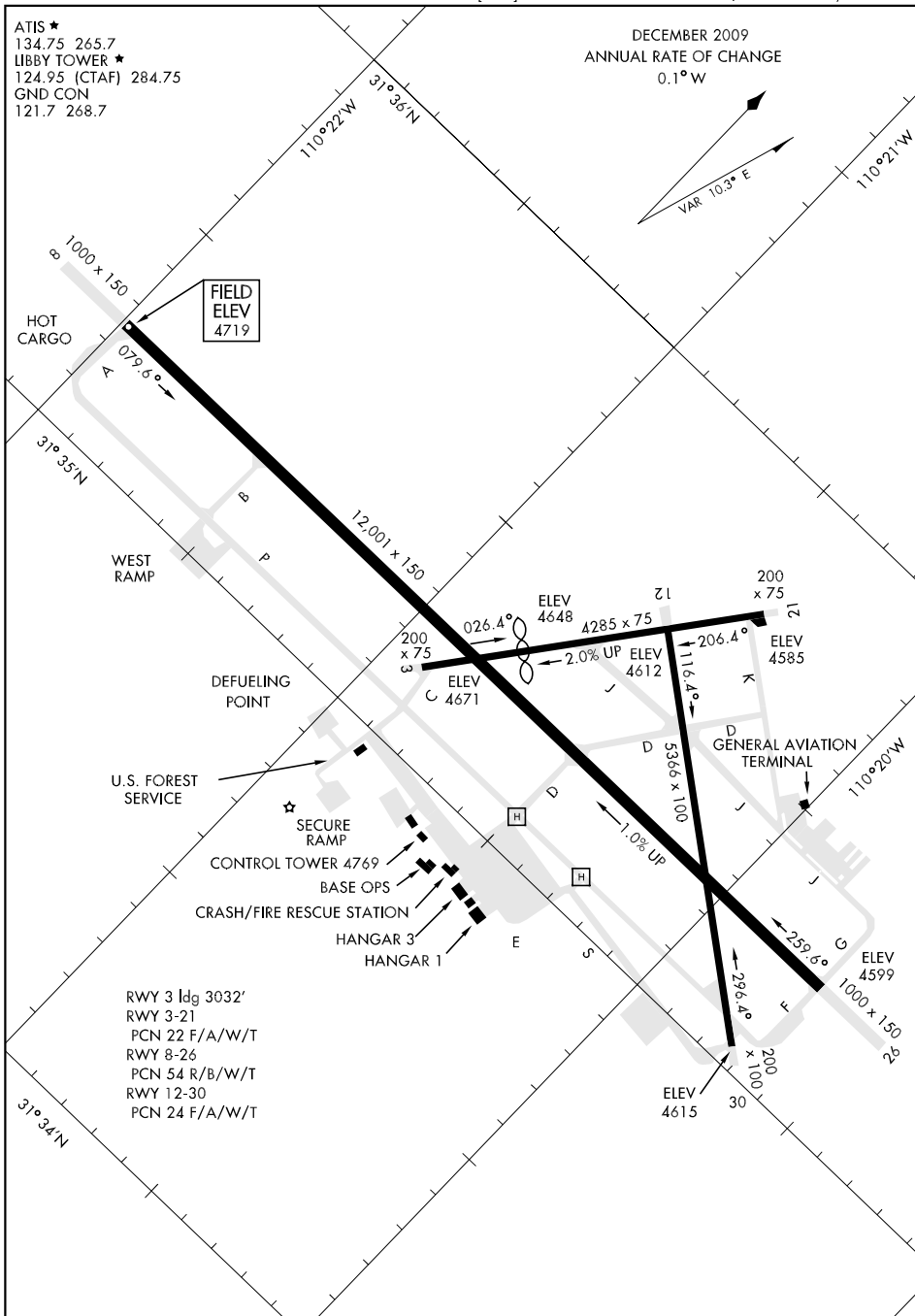
D
7700-21
688 (700-21)

HIRL Rwy 3-21 **L**

ATIS ★  
134.75 265.7  
LIBBY TOWER ★  
124.95 (CTAF) 284.75  
GND CON  
121.7 268.7

DECEMBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

SW-4, 03 JUN 2010 to 01 JUL 2010



LOC I-FHU  
**109.9**

APP CRS  
**257°**

Rwy Idg  
**12001**

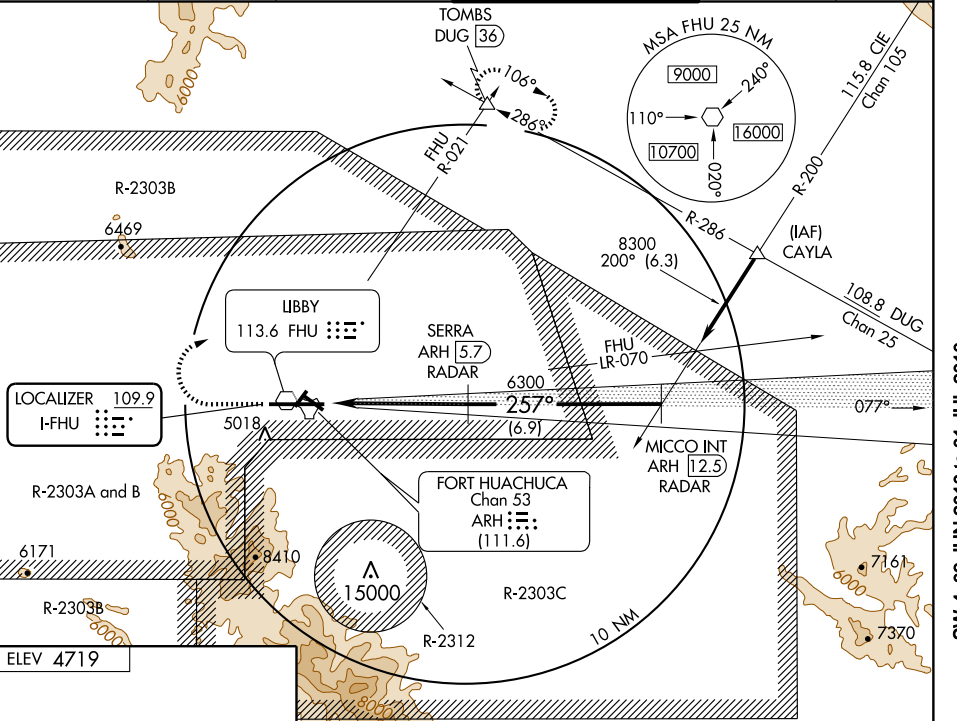
TDZE  
**4629**

Apt Elev  
**4719**

**ILS or LOC RWY 26**

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

<div> <div> <div></div> <div></div> </div> <div> Circling not authorized south of Rwy 8 and 30. </div> </div>			<div> MISSED APPROACH: Climb to 5300, then climbing right turn to 9500 via FHU R-021 to TOMBS and hold. </div>		
<div> <div>ASR/PAR</div> </div>					
<div> <div>ATIS</div> <div>134.75 265.7</div> </div>	<div> <div>ASOS</div> <div>119.675</div> </div>	<div> <div>LIBBY AAF GCA*</div> <div>127.05 254.35</div> </div>	<div> <div>LIBBY TOWER*</div> <div>124.95 (CTAF) 284.75</div> </div>	<div> <div>GND CON</div> <div>121.7 268.7</div> </div>	<div> <div>UNICOM</div> <div>122.95</div> </div>



LOCALIZER 109.9 I-FHU

ELEV 4719

4285 X 75

12001 X 150

12001 X 150

4769

4789

4769

2.0% UP

1.0% DOWN

257° 5.1 NM from FAF

4285 X 75

12001 X 150

12001 X 150

4769

4789

4769

2.0% UP

1.0% DOWN

257° 5.1 NM from FAF

4285 X 75

12001 X 150

12001 X 150

4769

4789

4769

2.0% UP

1.0% DOWN

257° 5.1 NM from FAF

4285 X 75

12001 X 150

12001 X 150

4769

4789

4769

2.0% UP

1.0% DOWN

257° 5.1 NM from FAF

RADAR or DME REQUIRED				
<div> <div>5300</div> <div>9500</div> <div>TOMBS</div> <div>△</div> </div>	<div> <div>SERRA ARH 5.7 RADAR</div> <div>6300</div> <div>257°</div> <div>6300</div> </div>	<div> <div>MICCO INT ARH 12.5 RADAR</div> <div>8300</div> <div>Procedure Turn NA</div> <div>GS 3.00° TCH 49</div> </div>		
<div> <div>TACAN ARH 0.6</div> <div>5.1 NM</div> <div>6.9 NM</div> </div>				
<div> <div>CATEGORY</div> <div>S-ILS 26</div> </div>	A	B	C	D
<div> <div>S-LOC 26</div> </div>	<div> 4829-3/4 200 (200-3/4) </div>			
<div> <div>CIRCLING</div> </div>	<div> 5160-1 441 (500-1) </div>	<div> 5180-1 461 (500-1) </div>	<div> 5180-1½ 461 (500-1½) </div>	<div> 5280-2 561 (600-2) </div>

SW-4. 03 JUN 2010 to 01 JUL 2010

MISSED APPROACH: Climbing right turn to 9500 via DAO NDB  
018° bearing to TOMBS Int/DUG 36 DME and hold.

ASR/PAR

**124.95 (CTAF) 284.75**

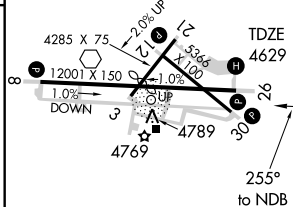
**121.7 268.7**

122.95

134.75 265.7

**119,675**

127.05 254.35



CATEGORY	A	B	C	D
S-26	5300-1	671 (600-1)	5300-2 671 (600-2)	5300-2¼ 671 (600-2¼)
CIRCLING	5300-1	581 (600-1)	5300-2 581 (600-2)	5300-2¼ 581 (600-2¼)

MIRL Rwy 3-21 and 12-30 L

APP CRS  
**077°**

Rwy Idg  
TDZE  
Apt Elev

**12001**  
**4719**  
**4719**

RNAV (GPS) RWY 8

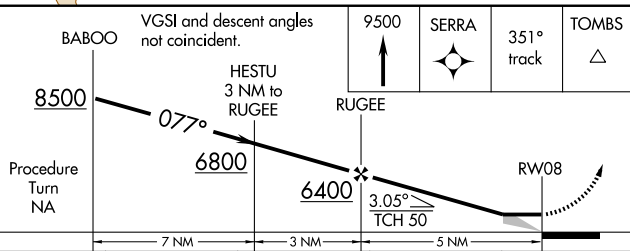
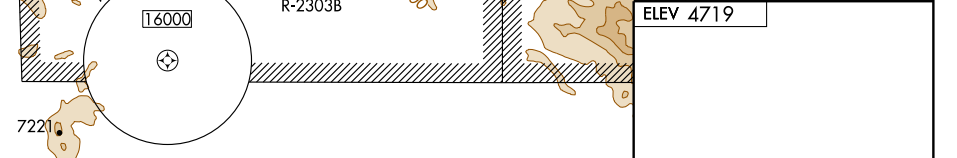
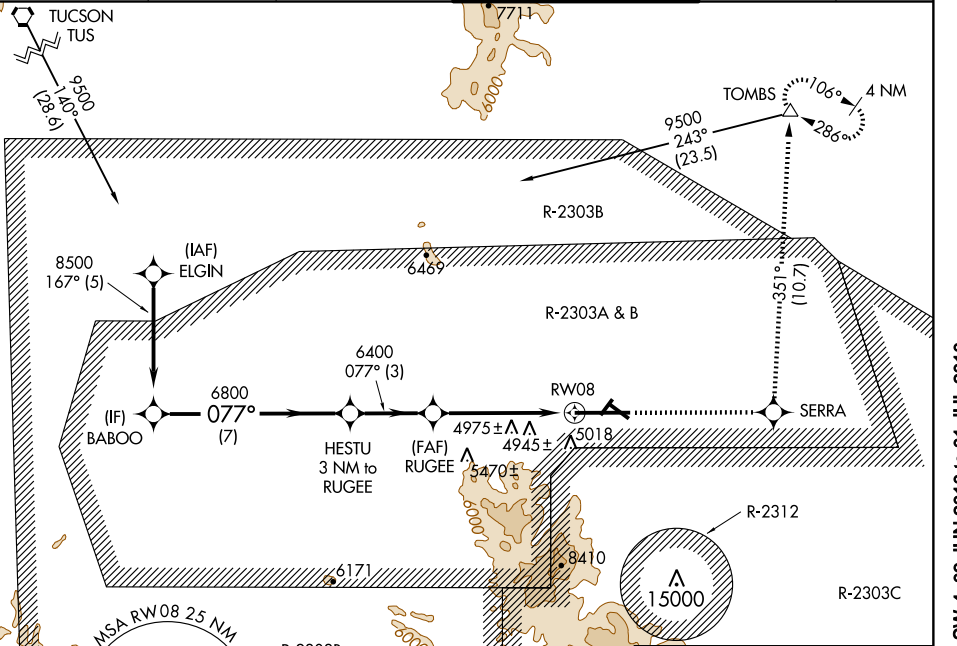
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ASR/PAW

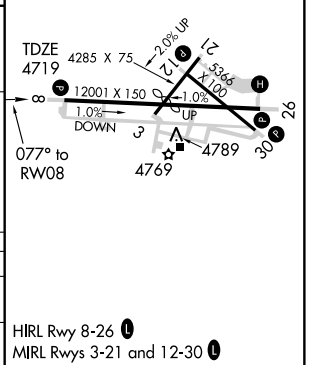
DME/DME RNP-0.3 NA.  
Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climb to 9500 direct SERRA and via 351° track to TOMBS and hold.

ATIS <b>134.75 265.7</b>	ASOS <b>119.675</b>	LIBBY AAF GCA* <b>127.05 254.35</b>	LIBBY TOWER* <b>124.95 (CTAF) 284.75</b>	GND CON <b>121.7 268.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3 1201 (1300-3)	
CIRCLING	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3 1201 (1300-3)	



SW-4, 03 JUN 2010 to 01 JUL 2010



APP CRS  
257°

Rwy Idg  
TDZE  
Apt Elev

12001  
4629  
4719

# RNAV (GPS) RWY 26

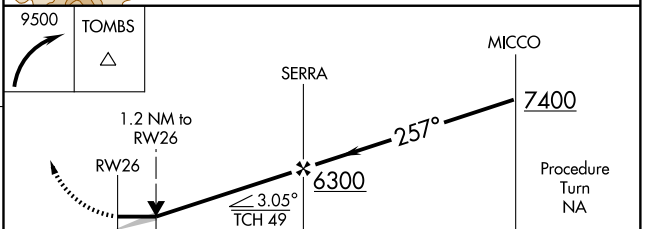
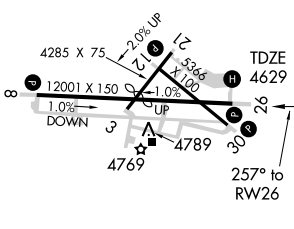
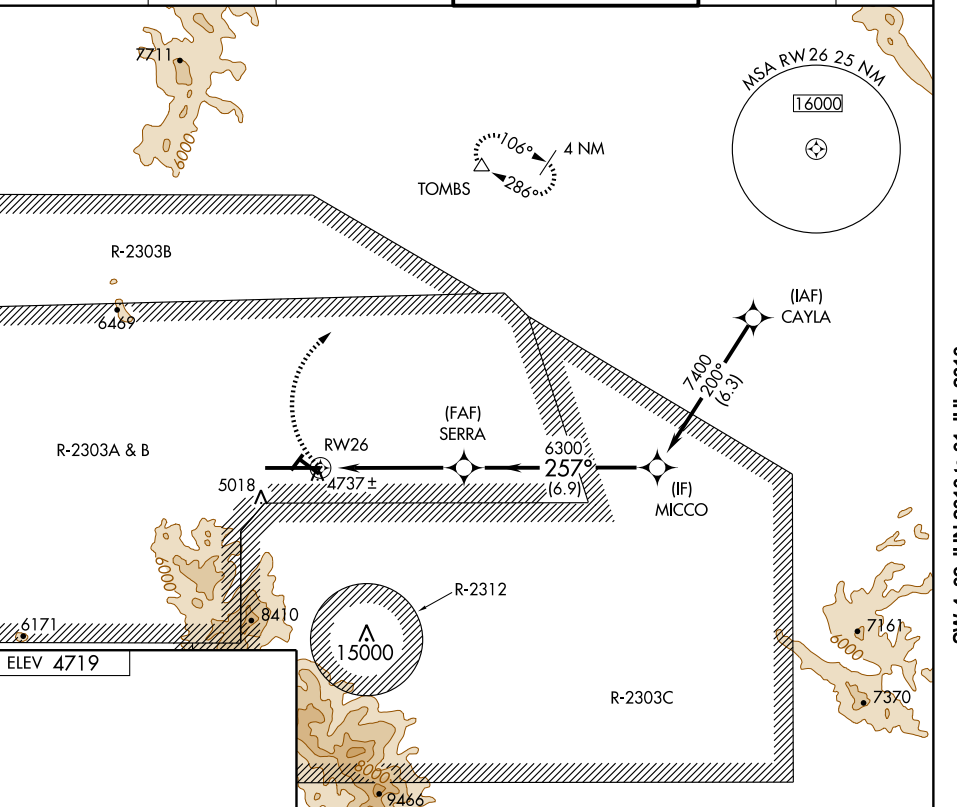
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FTHU)

ASR/PAR

DME/DME RNP-0.3 NA.  
Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold.

ATIS 134.75 265.7	ASOS 119.675	LIBBY AAF GCA* 127.05 254.35	LIBBY TOWER* 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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	CATEGORY	A	B	C	D
	LNAV MDA	5040-1	411 (400-1)	5040-1¼	411 (400-1¼)
	CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

HIRL Rwy 8-26 1

MIRL Rwy 3-21 and 12-30 1

SW-4. 03 JUN 2010 to 01 JUL 2010

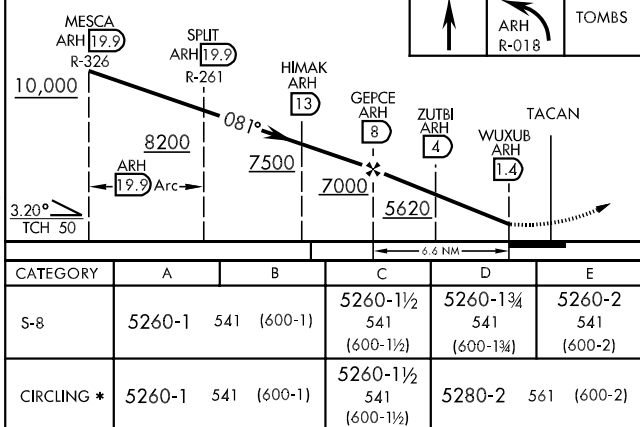
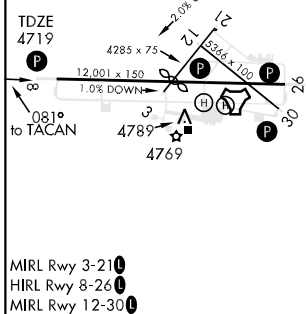
FORT HUACHUCA-SIERRA VISTA/  
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

**MISSED APPROACH:** Climb to 5500 then climbing left turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

AWOS-3  
119.675



5500	9500	TOMBS
↑	ARH R-018	



FORT HUACHUCA-SIERRA VISTA/ (KFHU)

SIERRA VISTA MUNI-LIBBY AAF

TACAN ARH  
Chan **53**

APCH CRS  
**251°**

Rwy Idg **12,001**  
TDZE **4629**  
Arpt Elev **4719**

AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/  
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

▼ \* Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★ **134.75 265.7**

LIBBY AAF GCA **127.05 254.35**

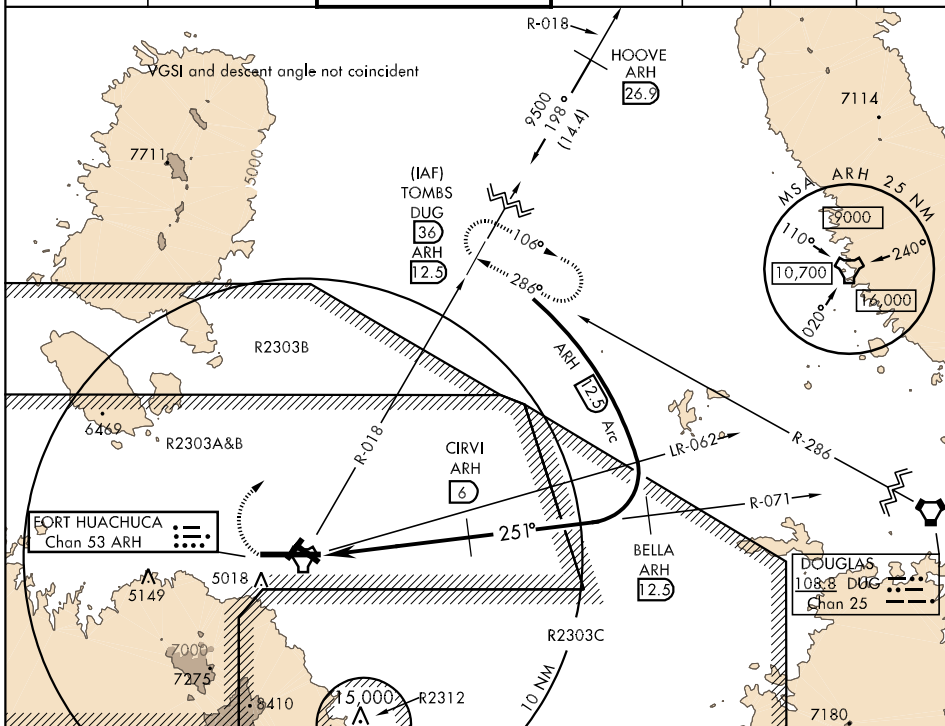
LIBBY TOWER ★ **124.95 (CTAF) 0 284.75**

GND CON **121.7 268.7**

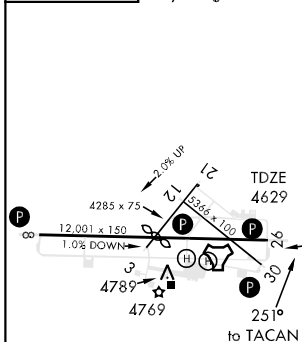
ASR/PAR

UNICOM **122.95**

AWOS-3 **119.675**



ELEV 4719 Rwy 3 Idg 3032'



MIRL Rwy 3-21  
HIRL Rwy 8-26  
Rwy 12-30

FORT HUACHUCA/SIERRA VISTA, ARIZONA

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (KFHU)  
SIERRA VISTA MUNI-LIBBY AAF

VOR FHU <b>113.6</b>	APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev	<b>12001</b> <b>4629</b> <b>4719</b>
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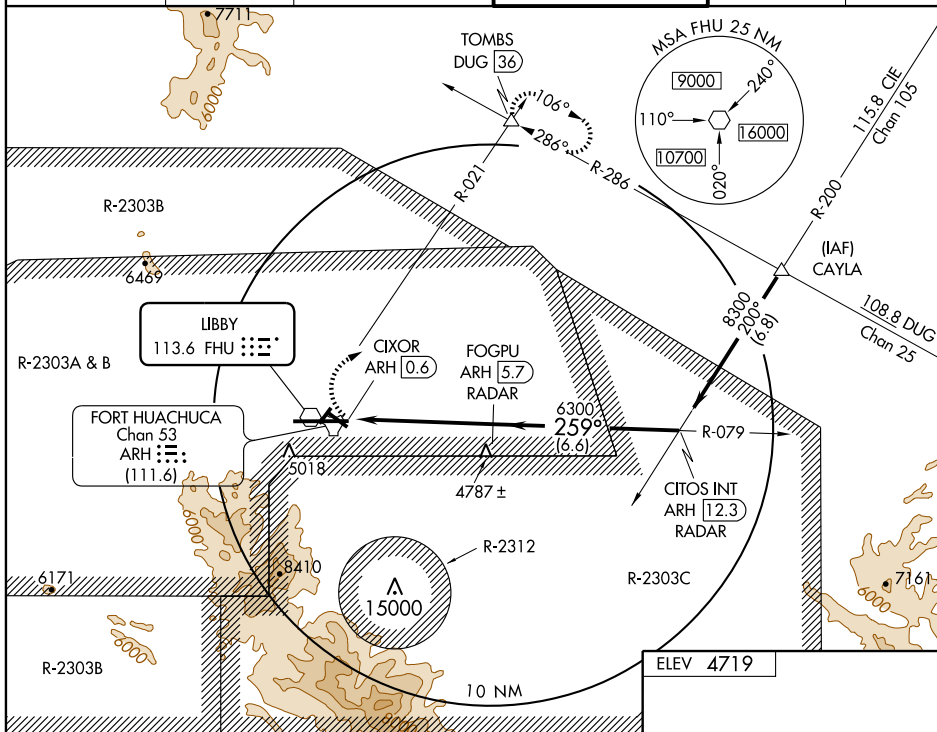
VOR RWY 26  
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

VOR RWY 26

**T**  
**A** Circling not authorized south of Rwy 8 and 30.  
ASR/PAR

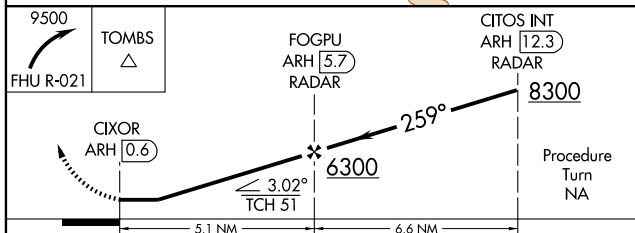
**MISSED APPROACH:** Climbing right turn to 9500 via FHU R-02 to TOMBS Int/DUG 36 DME and hold.

ATIS	ASOS	LIBBY AAF GCA <sup>★</sup>	LIBBY TOWER <sup>★</sup>	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) 0 284.75	121.7 268.7	122.95

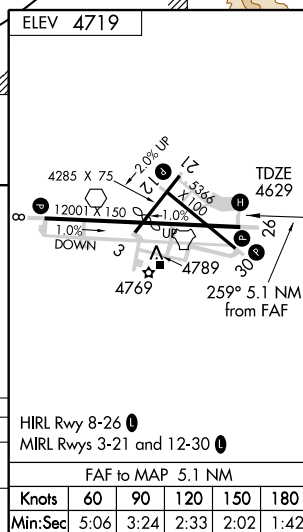


SW-4. 03 JUN 2010 to 01 JUL 2010

RADAR or DME REQUIRED



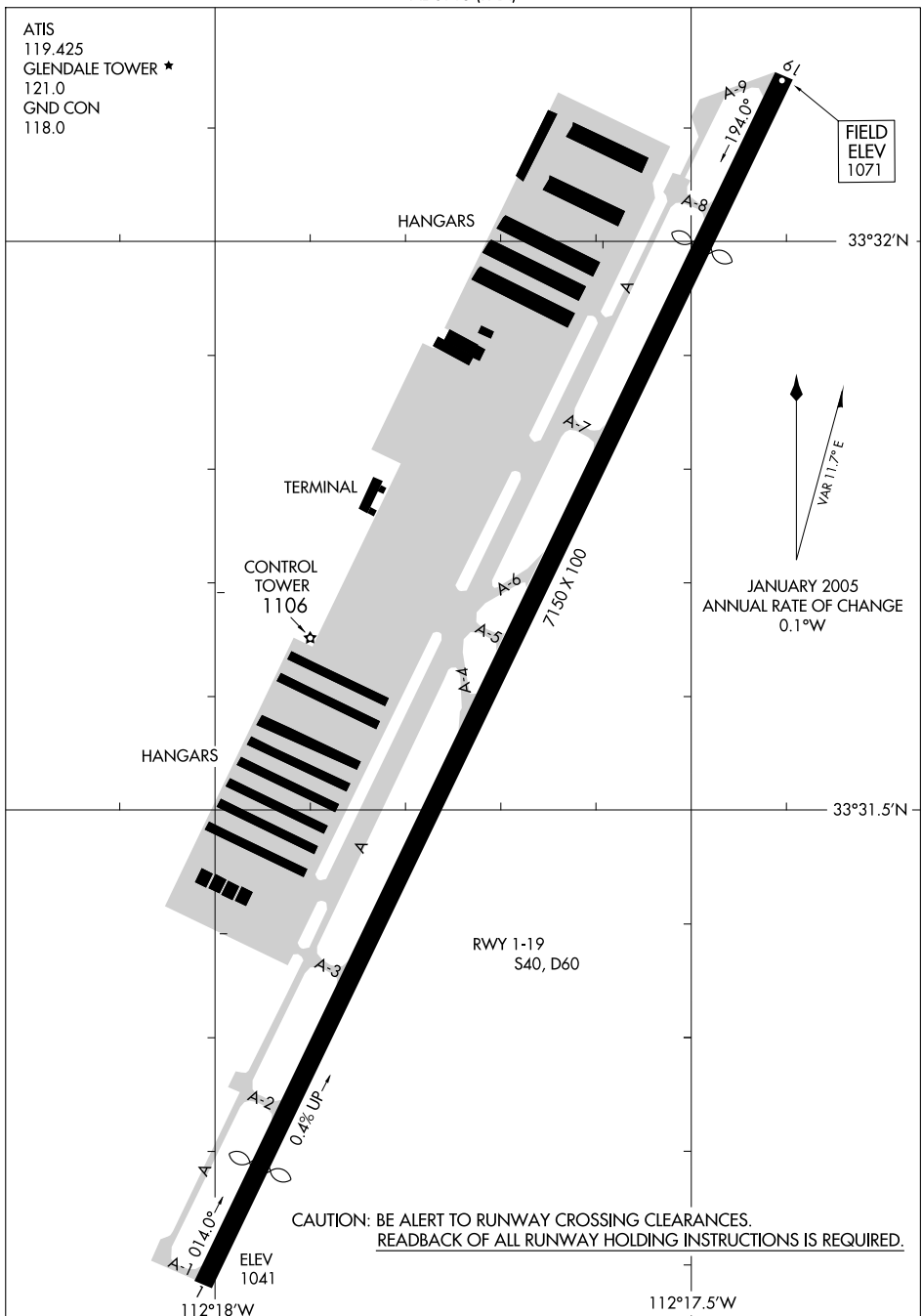
CATEGORY	A	B	C	D
S-26	5140-1 511 (500-1)		5140-1½	511 (500-1½)
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)



# AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)  
GLENDALE, ARIZONA



(DRAKE1.DRAKE) 08325 SL-6915 (FAA)  
**DRAKE ONE DEPARTURE (RNAV) (OBSTACLE)**

GLENDALE MUNI(GEUT)  
GLENDALE, ARIZONA

ATIS 119.425  
LUKE DEP CON ★  
118.15 363.12  
PHOENIX DEP CON  
120.7 239.0  
GLENDALE TOWER ★  
121.0 (CTAF)  
UNICOM 122.95

DRAKE  
DRK

350°  
(25)

KARLO  
10000

TAKE-OFF MINIMUMS

Rwy 19: NA-ATC.  
Rwy 1: Standard, with minimum  
climb of 400 feet per NM to KUWSO.

NOTE: 1. GPS Required.  
2. RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Obstruction light on blast fence.  
Multiple lights/poles, buildings, trees  
and vehicle on roads beginning 4 feet  
from DER, out to 680 feet from DER,  
634 feet right of centerline to 437 feet  
left of centerline, up to 79 feet AGL/  
1144 MSL.

324°  
(41)

A-231

PODRY

WATEG

KUWSO

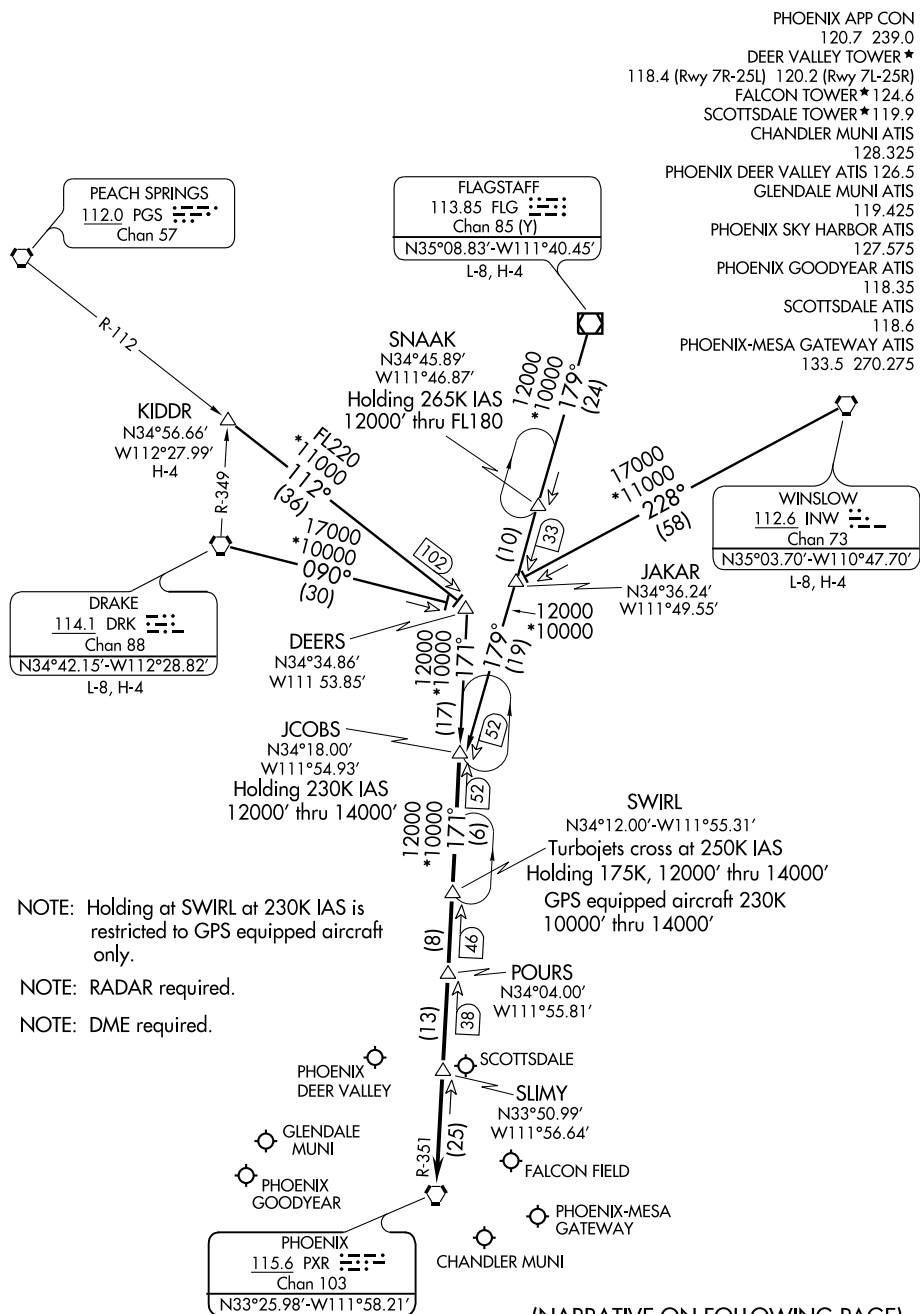
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RWY 1: Climb direct KUWSO, then via depicted route to cross KARLO  
at or above 10,000.

## JCOPS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.



WAAS CH <b>90306</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE <b>1049</b> Apt Elev <b>1071</b>
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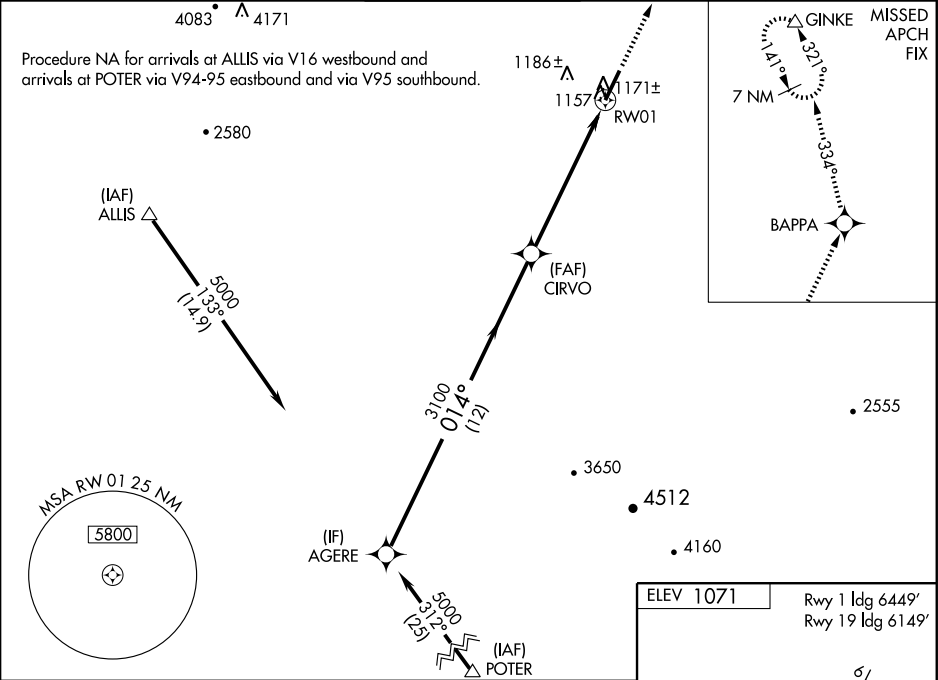
# RNAV (GPS) RWY 1

GLENDALE MUNI (GETU)

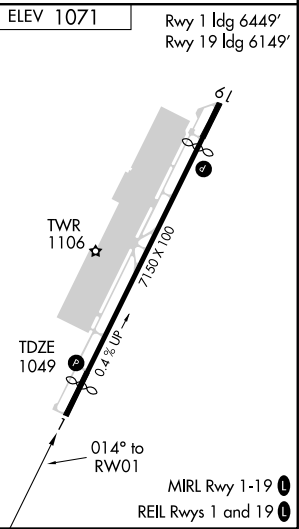
**⚠** Circling not authorized west of Rwy 1-19. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (117°F). When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C/D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 10000 direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000.

ATIS <b>119.425</b>	LUKE APP CON ★ <b>118.15 363.12</b>	GLENDALE TOWER ★ <b>121.0 (CTAF) 0</b>	GND CON <b>118.0</b>	UNICOM <b>122.95</b>
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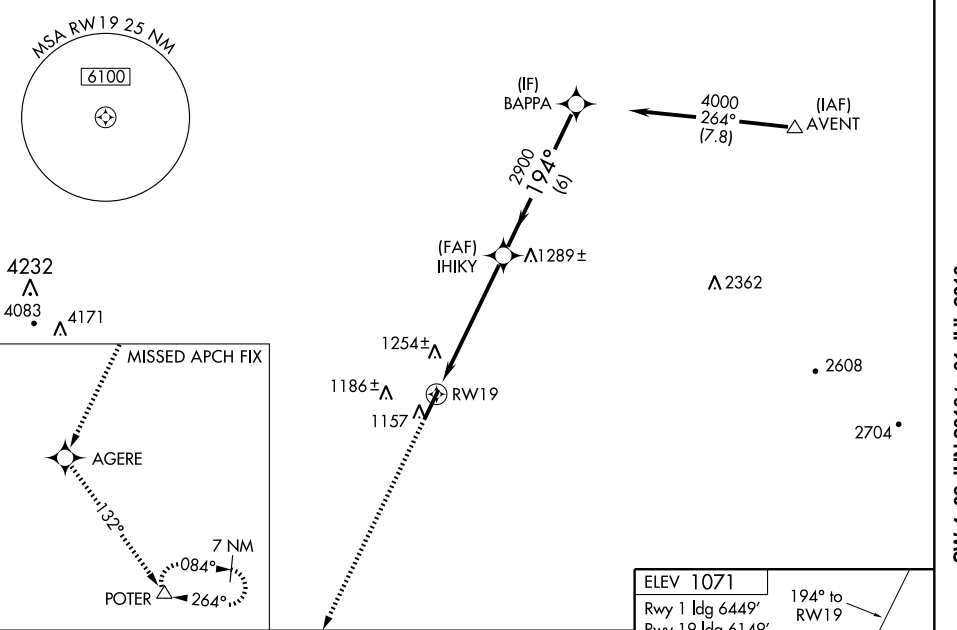
	AGERE		Procedure Turn NA		10000	BAPPA	334° track	GINKE
	5000		014°					
	3100		014°					
	12 NM		6.2 NM					
CATEGORY	A	B	C	D				
LPV DA	1378-1¼ 329 (400-1¼)							
LNAV/VNAV DA	1457-1½ 408 (400-1½)							
LNAV MDA	1440-1 391 (400-1)							
CIRCLING	1460-1 389 (400-1)	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1640-2 569 (600-2)				



**⚠** Circling not authorized west of Rwy 1-19. DME/DME RNP-0.3 NA.  
**⚠** If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet.  
VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 5000 direct  
AGERE then climb to 8000 via 132° track  
to POTER and hold.

ATIS 119.425	LUKE APP CON* 118.15 363.12	GLENDALE TOWER* 121.0 (CTAF) <b>⓪</b>	GND CON 118.0	UNICOM 122.95
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5000  
↑

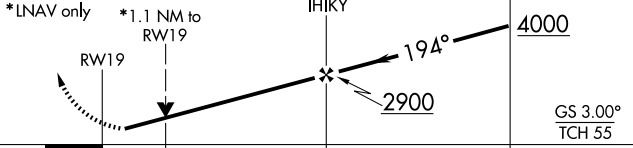
AGERE  
✧

8000  
↑

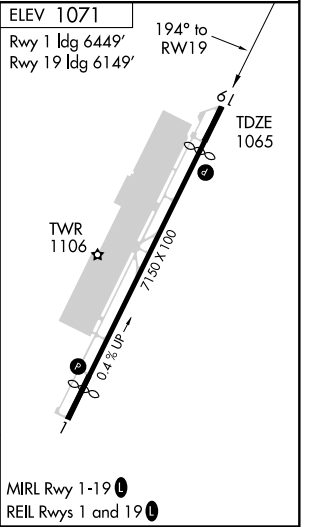
POTER  
△

VGSI and RNAV glidepath not coincident.

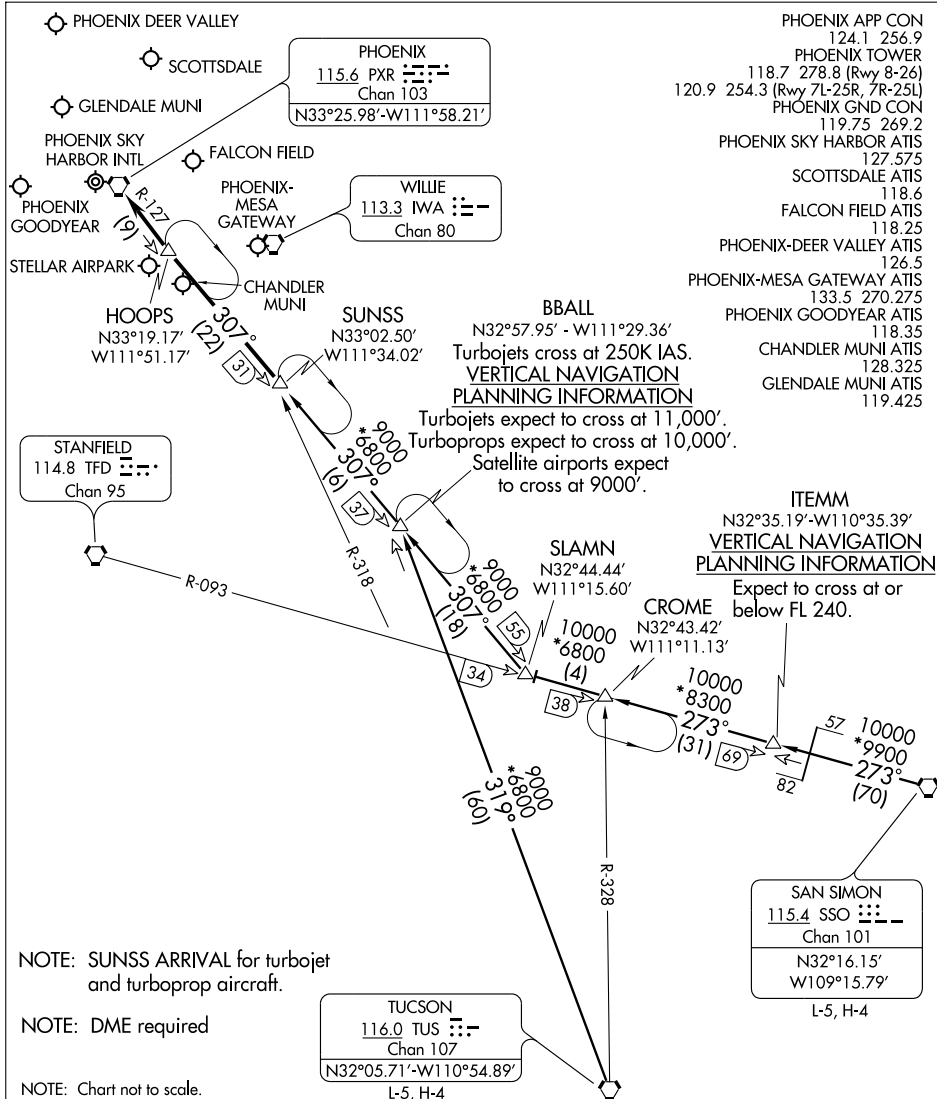
Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/ DA	1572-1¾ 507 (600-1¾)			
LNAV MDA	1540-1 475 (500-1)	1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)	
CIRCLING	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1540-2 569 (600-2)	



SW-4. 03 JUN 2010 to 01 JUL 2010



**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

# AIRPORT DIAGRAM

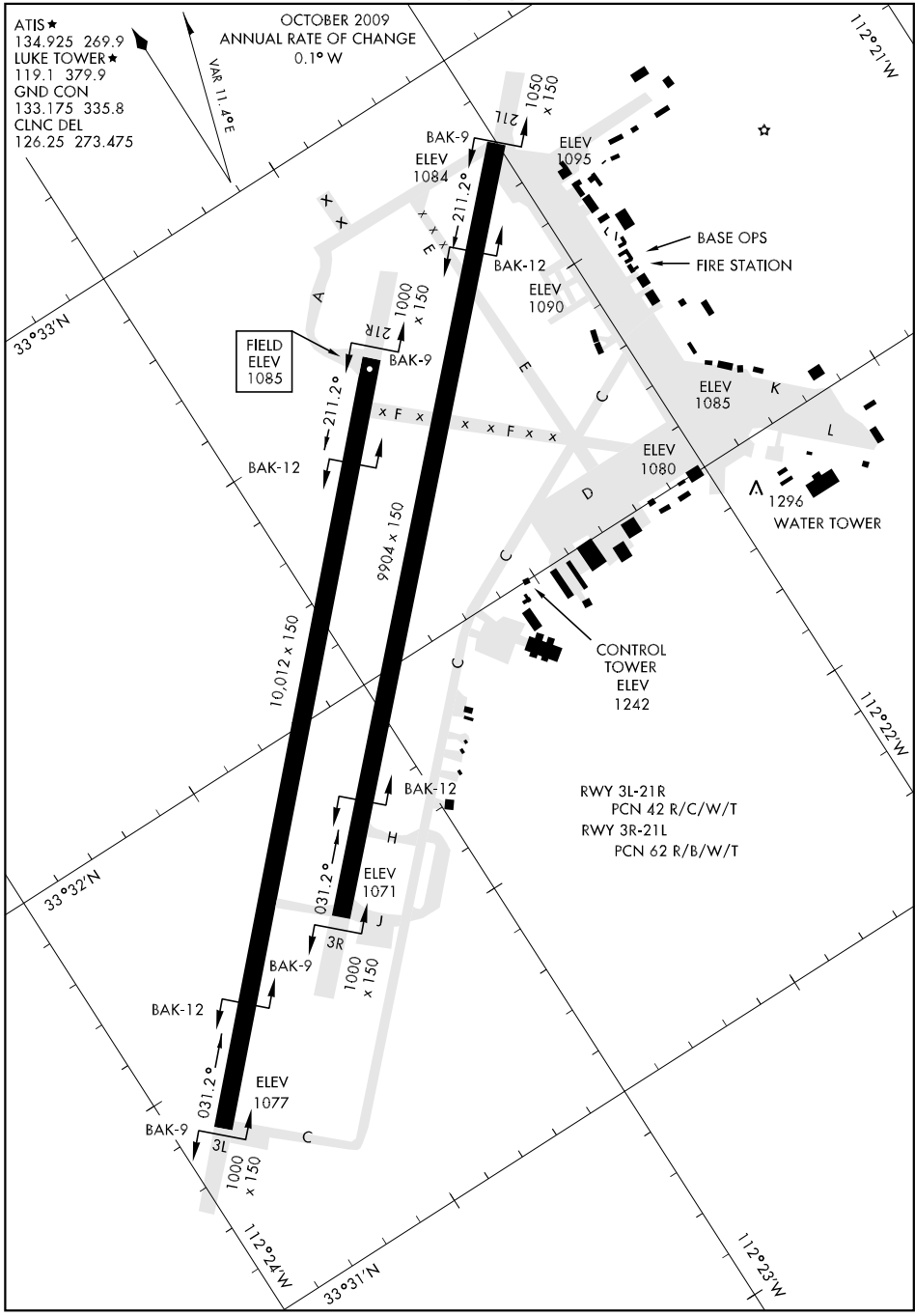
AFD-321 [USAF]

GLENDALE, ARIZONA

ATIS★  
134.925 269.9  
LUKE TOWER★  
119.1 379.9  
GND CON  
133.175 335.8  
CLNC DEL  
126.25 273.475

OCTOBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 11.4°E



SW-4, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

GLENDALE, ARIZONA

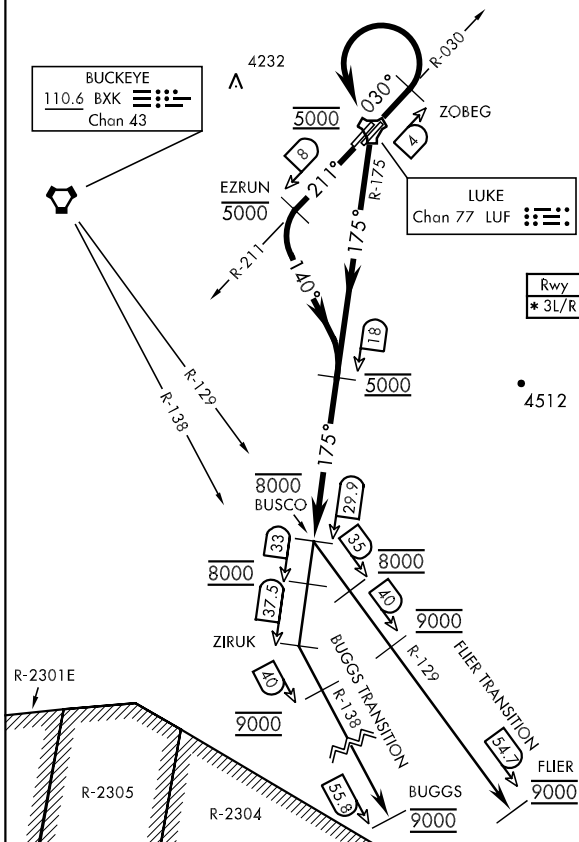
ATIS ★ 134.925 269.9  
 CLNC DEL  
 126.25 273.475  
 GND CON  
 133.175 335.8  
 LUKE TOWER ★  
 119.1 379.9  
 LUKE DEP CON  
 125.45 263.125

BUCKEYE  
 110.6 BKK  
 Chan 43

LUKE  
 Chan 77 LUF

Rwy	Knots	120	180	240	300	360
* 3L/R	V/V(fpm)	740	1110	1480	1850	2220

\* Minimum Climb Rate to 5000



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3L/R:** Climb tracking 030°. Abeam ZOBEG (LUF TACAN R-030/4 DME) turn left direct LUF. Cross LUF at 5000 and proceed outbound via LUF R-175 to 29.9 DME (BUSCO), cross LUF 18 DME at 5000, cross BUSCO at or below 8000 (or as assigned by ATC). Then via assigned route/transition.

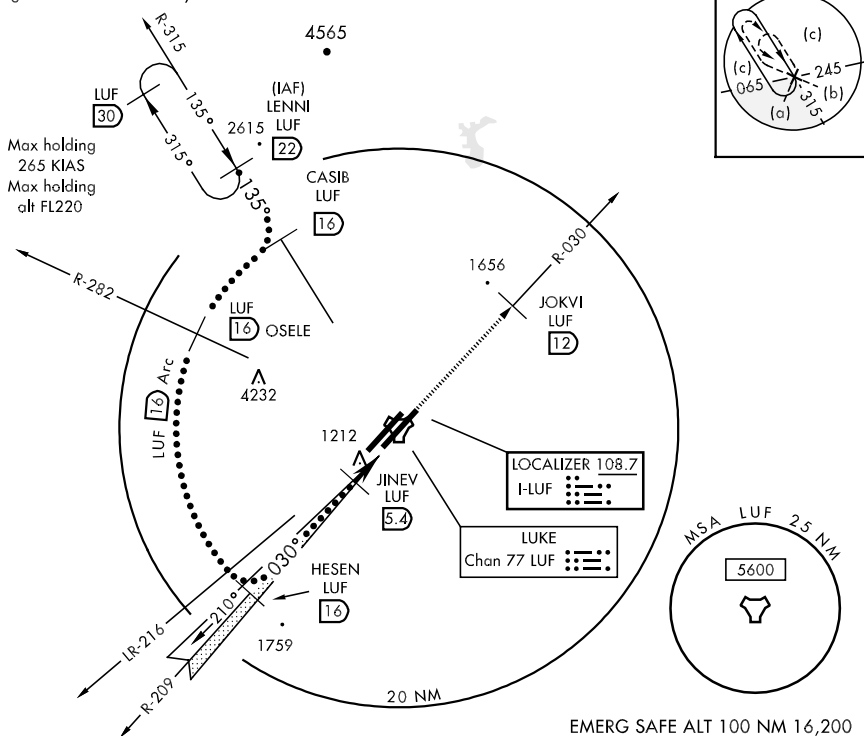
**TAKE-OFF RWY 21L/R:** Climb tracking 211°. Abeam EZRUN (LUF TACAN R-211/8 DME) turn left heading 140° to intercept and proceed via LUF R-175 to 29.9 DME (BUSCO). Cross abeam EZRUN at or below 5000, cross LUF 18 DME at 5000, cross BUSCO at or below 8000, (or as assigned by ATC). Then via assigned route/transition.

**BUGGS TRANSITION (BUSCO9•BUGGS):** Proceed via LUF R-175 to 37.5 DME (ZIRUK). Intercept and proceed via BKK VORTAC R-138 to 55.8 DME (BUGGS). Cross LUF R-175/33 DME at 8000, cross BKK R-138/40 DME at 9000, cross BUGGS at and maintain 9000 (or as assigned by ATC). CAUTION: Aircraft exiting BUGGS at 8000.

**FLIER TRANSITION (BUSCO9•FLIER):** Intercept and proceed via the BKK VORTAC R-129 to 54.7 DME (FLIER). Cross BKK 35 DME at 8000, cross BKK 40 DME at 9000, cross FLIER at and maintain 9000 (or as assigned by ATC)

LOC I-LUF <b>108.7</b>	APCH CRS <b>030°</b>	Rwy Idg <b>9904</b> TDZE <b>1074</b> Arpt Elev <b>1085</b>	JAL-321 [USAF]	LUKE AFB (KLUF)
<p>▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.                  ** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</p>			ALSIF-1 	MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.
ATIS ★ <b>134.925 269.9</b>	LUKE APP CON <b>118.15 363.12</b>	LUKE TOWER ★ <b>119.1 379.9</b>	GND CON <b>133.175 335.8</b>	CLNC DEL <b>126.25 273.475</b>

\*\*\* Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16,200

<p>LENNI 22 12,000 135° CASIB 16 7000 OSELE R-282 5000 HESEN R-209 16 030° JINEV 5.4 2600 METKE 1.9 1.3 TACAN</p> <p>GS 3.00° TCH 55 VGSI and descent angles not coincident.</p>			4000 LUF R-030 JOKVI LUF 12	ELEV 1085
<p>1214 212 218 10012+150 10014+150 TDZE 1074</p>			4.1 NM 0.5 NM	1246 1242 1296
CATEGORY	C	D	E	
S-ILS 3R *	1274/24		200 (200-½)	
S-LOC/ DME 3R **	1480/40 475 (500-1½)	406 (400-¾)	1480/50 406 (400-1)	
CIRCLING ***	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED	HIRL all Rwy

LOC I-EMJ  
110.9

PCH CRS  
**210°**

Rwy Idg	9904
TDZE	1084
Arpt Elev	1085

JAL-321 [USAF]

LUKE AFB (KLUF)



\* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
\*\* When ALS inop, increase CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT DE vis to  $1\frac{1}{2}$  miles.



**MISSED APPROACH:** Track heading 210° to 5000. Intercept LUF TACAN R-210 at CESAT (LUF R-210/19 DME). Ctc LUKE APP CON.

ATIS ★  
134.925 269.9

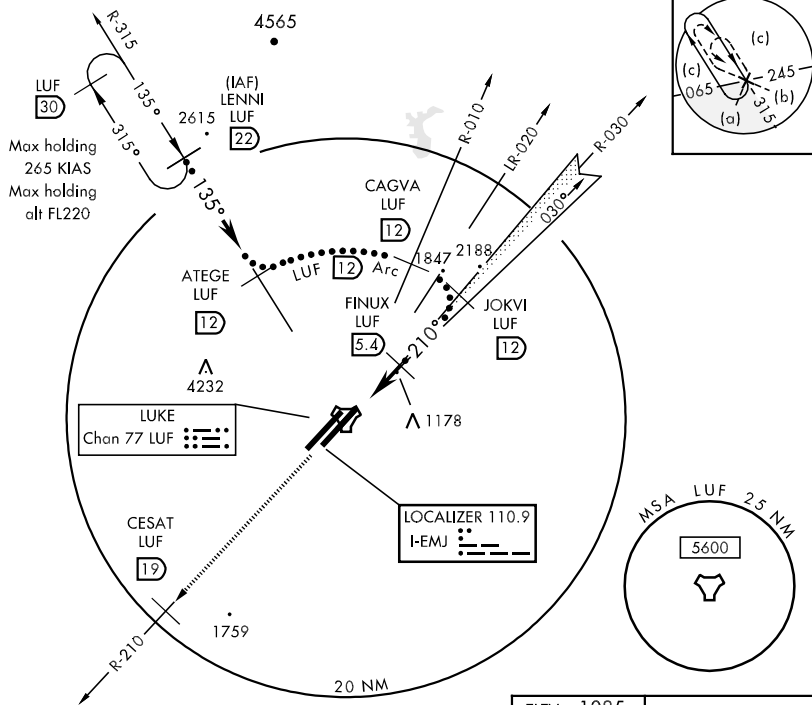
LUKE APP CON  
118.15 363.12

LUKE TOWER ★  
119.1 379.9

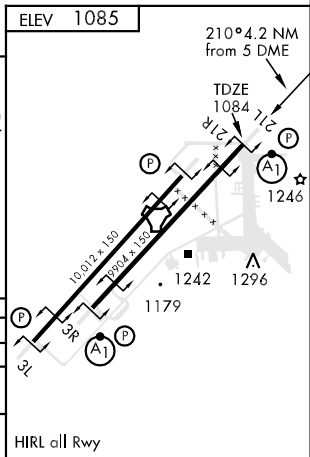
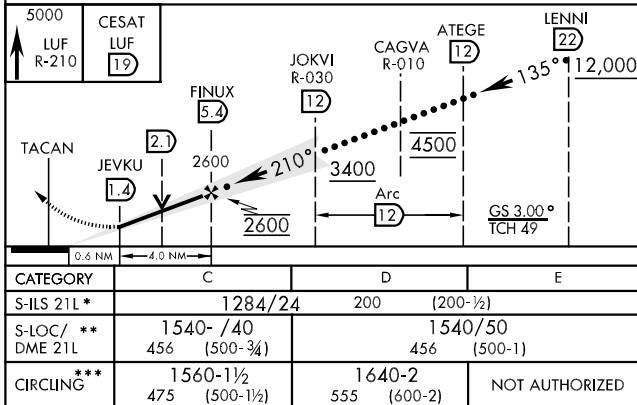
GND CON  
133.175 335.8

CLNC DEL  
**126.25 273.475**

\*\*\* Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16, 200



GLENDAL, ARIZONA

33°32'N-112°23'W

LUKE AFB (KLUF)

Amdt 2 09239

LH 46 LOG/DME MAY 01

TACAN LUF Chan 77	APCH CRS 032°	Rwy Idg 10,012 TDZE 1077 Arpt Elev 1085
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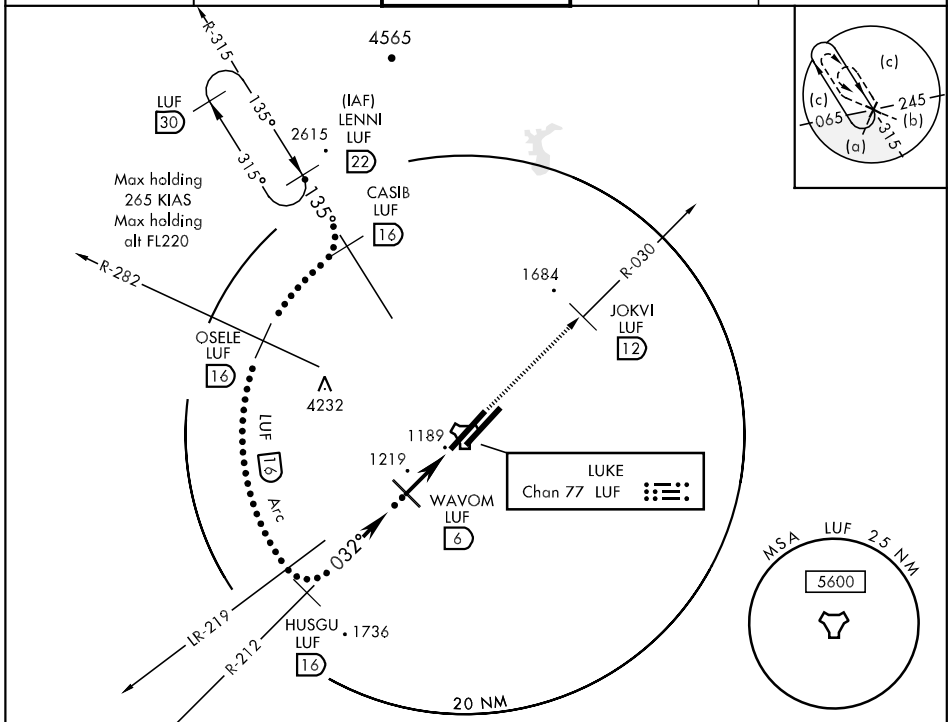
JAL-321 [USAF]

LUKE AFB (KLUF)

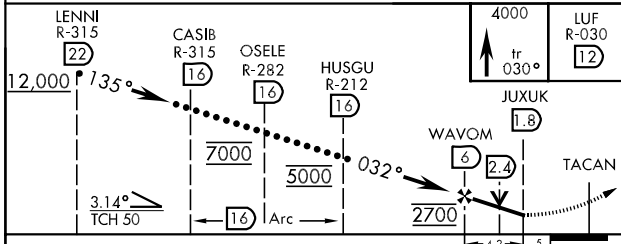
▼ \* Circling not authorized E of Rwy 03L-21R.

MISSED APPROACH: Track heading 030° to 4000, intercept LUF R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

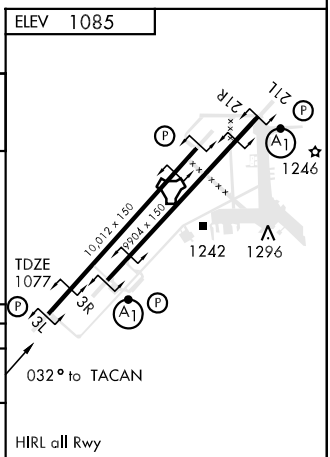
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-3L	1500-1¼ 423 (500-1¼)	1500-1½ 423 (500-1½)	1500-1½ 423 (500-1½)
CIRCLING *	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED





TACAN LUF Chan <b>77</b>	APCH CRS <b>026°</b>	Rwy Idg <b>9904</b> TDZE <b>1074</b> Arpt Elev <b>1085</b>
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JAL-321 [USAF]

LUKE AFB (KLUF)

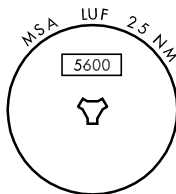
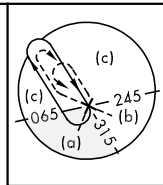
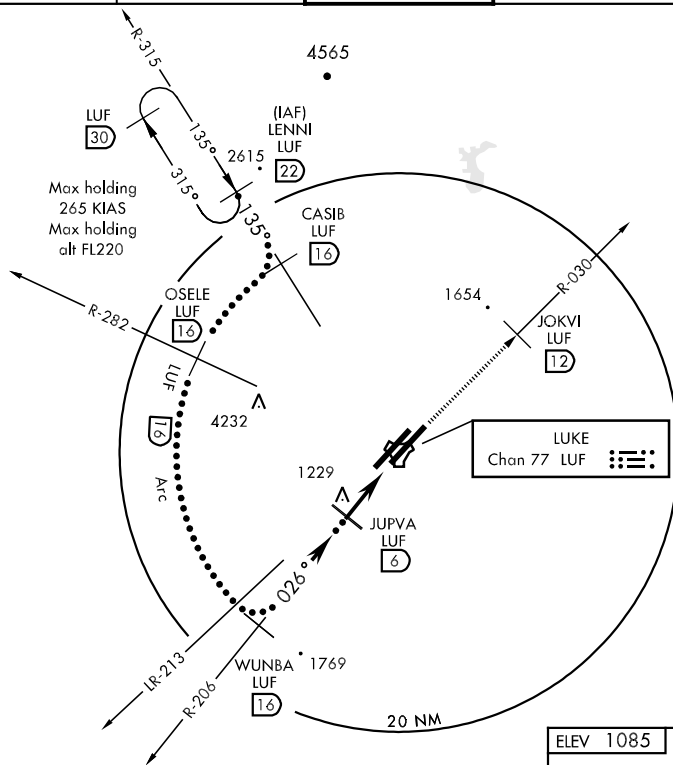


- \* When ALS inop, increase CAT CD RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1½ miles.
- \*\* Circling not authorized E of Rwy 3R-21L.

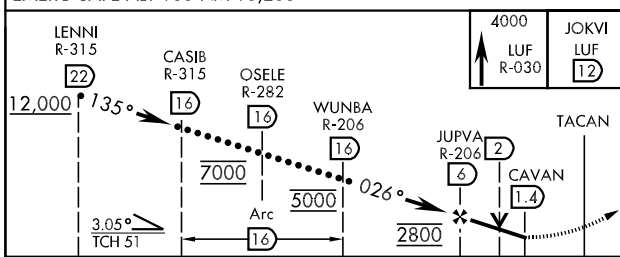


**MISSED APPROACH:** Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Contact Luke APP CON.

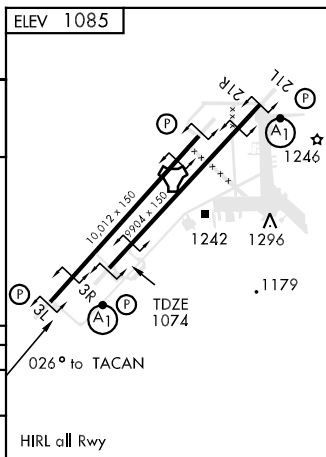
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-3R *	1500/40	426 (500-3/4)	1500/50 426 (500-1)
CIRCLING **	1560-1 1/2 475 (500-1 1/2)	1640-2 555 (600-2)	NOT AUTHORIZED





TACAN LUF Chan <b>77</b>	APCH CRS <b>205°</b>	Rwy Idg <b>10,012</b> TDZE <b>1085</b> Arpt Elev <b>1085</b>
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JAL-321 [USAF]

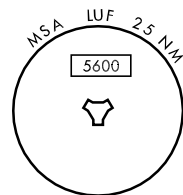
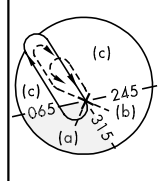
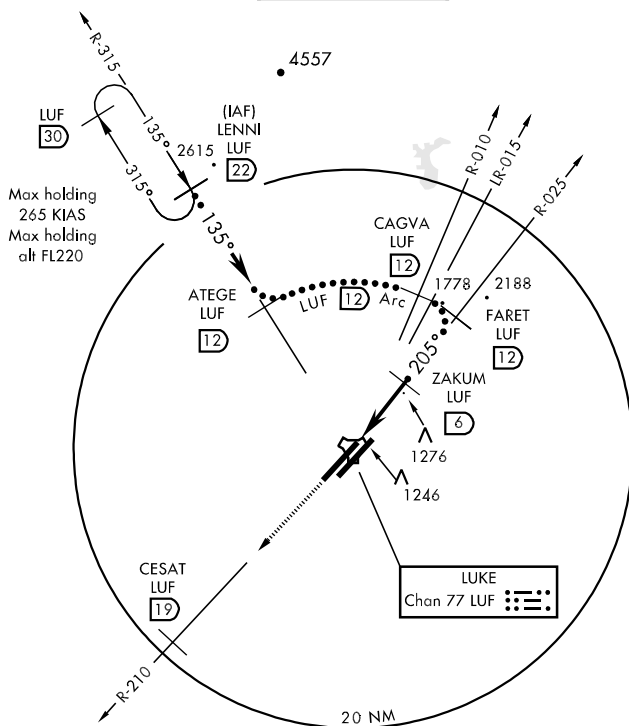
LUKE AFB (KLUF)



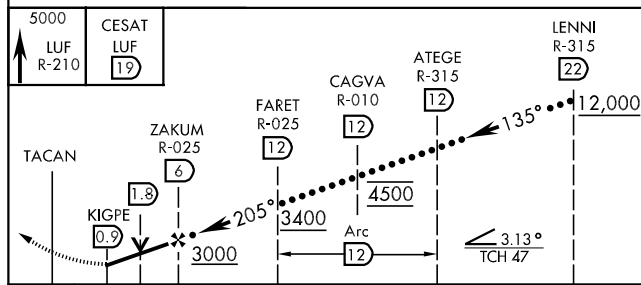
\* Circling not authorized E of Rwy 3R-21L.

MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.

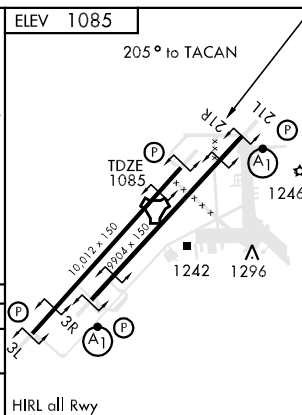
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-21R	1580-1¼ 495 (500-1¼)	1580-1½ 495 (500-1½)	1580-1¾ 495 (500-1¾)
CIRCLING *	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



## LENNI THREE ARRIVAL

ST-321 (FAA)

LUKE AIR FORCE BASE  
GLENDALE, ARIZONA

ALBUQUERQUE CENTER

128.45 289.9  
 LUKE RAPCON ★  
 118.15 363.12  
 LUKE TOWER ★  
 119.1 379.9  
 ATIS ★  
 134.925 269.9  
 METRO  
 267.4

DRAKE  
 114.1 DRK  
 Chan 88  
 N34°42.15'-W112°28.82'  
 L-8, H-4

NOTE: Military Only.

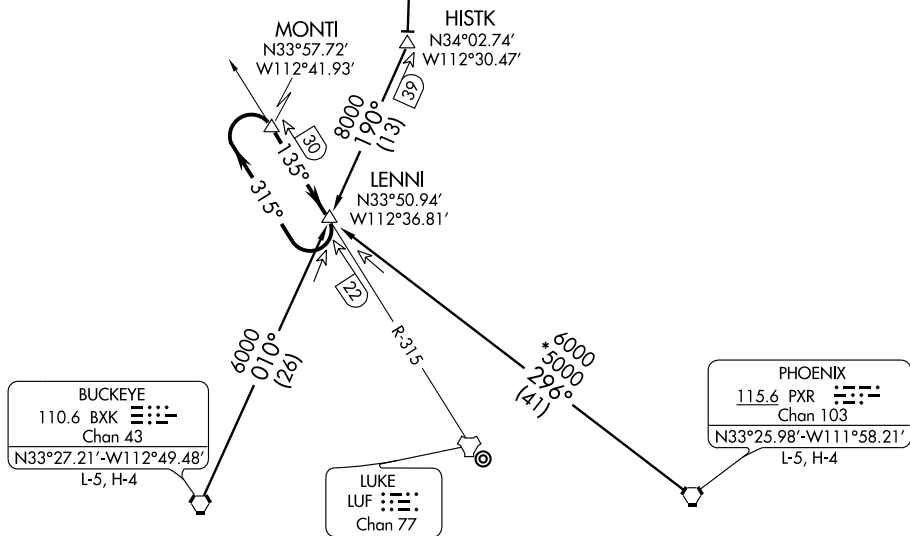
NOTE: DME required.

### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross LENNI at FL220.

Expect one turn in holding at LENNI.

En-route descent DRAKE TRANSITION only.



NOTE: Chart not to scale.

**BUCKEYE TRANSITION (BXX.LENNI3):** From over BXX VORTAC via BXX R-010 to LENNI INT. Thence . . . .

**DRAKE TRANSITION (DRK.LENNI3):** From over DRK VORTAC via DRK R-168 and BXX R-010 to LENNI INT. Thence . . . .

**PHOENIX TRANSITION (PXR.LENNI3):** From over PXR VORTAC via PXR R-296 to LENNI INT. Thence . . . .

. . . . Expect one turn in holding at LENNI INT followed by HI-TACAN/HI-ILS or LOC/DME to Luke AFB.

# LUKE-ONE DEPARTURE (LUKE1•DRK)

LUKE1•DRK (RECEIVED)  
GLENDALE, ARIZONA

ATIS ★ 134.925 269.9  
CLNC DEL  
126.25 273.475  
GND CON  
133.175 335.8  
LUKE TOWER ★  
119.1 379.9  
LUKE DEP CON  
118.15 363.125  
ALBUQUERQUE CENTER  
125.25 307.3

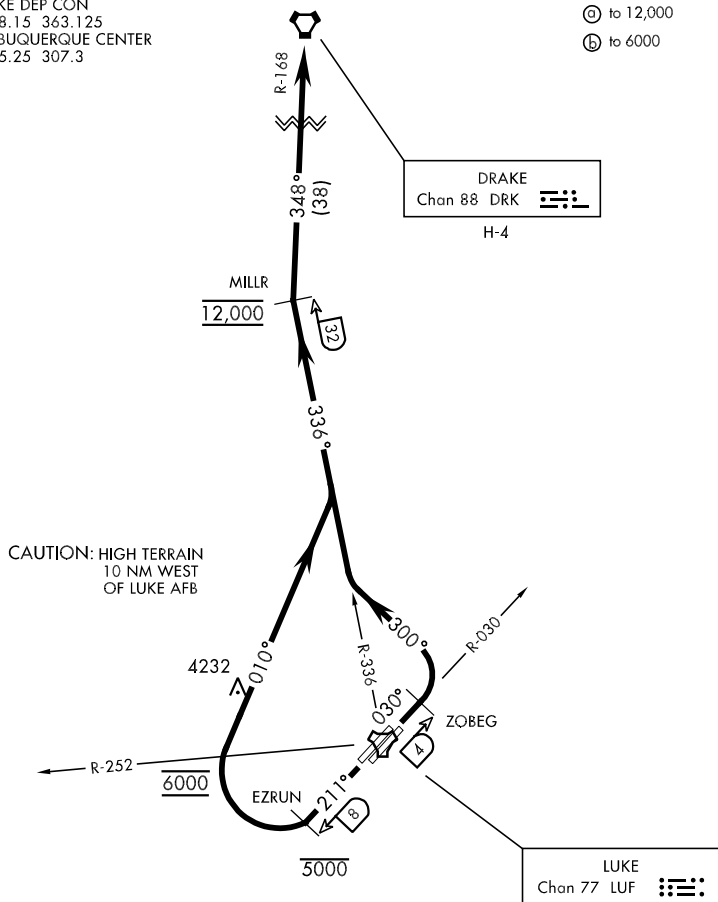
SH-321 [USAF]

Rwy	Knots	120	180	240	300	360
† 3L Ⓞ	V/V(fpm)	670	1000	1340	1670	2000
† 3R Ⓞ	V/V(fpm)	670	1010	1340	1680	2010
* 21L/R Ⓞ	V/V(fpm)	860	1290	1720	2150	2580

\* Minimum † ATC Climb Rate

Ⓞ to 12,000

Ⓞ to 6000



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3 L/R:** Climb on a track of 030°. Abeam ZOBEG (LUF R-030/04) turn left and track 300° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross MILLR at and maintain 12,000 or as assigned by ATC.

**TAKE-OFF RWY 21 L/R:** Climb on a track of 211°. Abeam EZRUN (LUF R-211/08) turn right to track 010° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross 8 DME at or below 5000, cross LUF R-252 at 6000, cross MILLR at and maintain 12,000 or as assigned by ATC.

LUKE-ONE DEPARTURE (LUKE1•DRK)

GLENDALE, ARIZONA

SW-4, 03 JUN 2010 to 01 JUL 2010

## TANKZ-ONE DEPARTURE

SH-321 [USAF]

LORE AND (REST)  
GLENDALE, ARIZONA

ATIS ★ 134.925 269.9  
CLNC DEL  
126.25 273.475  
GND CON  
133.175 335.8  
LUKE TOWER ★  
119.1 379.9  
LUKE DEP CON  
118.15 363.125  
ALBUQUERQUE CENTER  
125.25 307.3

GLADDEN 1  
MOA

7918



Minimum Climb Rate

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	660	990	1320	1650	1980

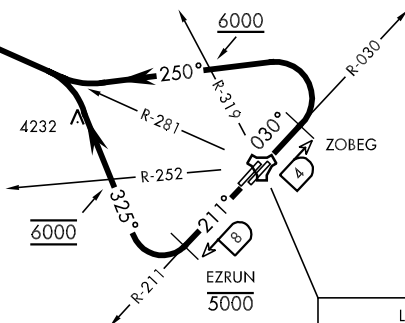
\* From departure end of rwy to 6000

ATC Climb Rates

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	780	1170	1560	1950	2340

\* From departure end of rwy to 17,000

TANKZ  
38  
19,000  
17,000



LUKE  
Chan 77 LUF

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3 L/R:** Climb on a track of 030°. Abeam LUF TACAN R-030/04 (ZOBEG) turn left heading 250° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross LUF R-319 at or above 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

**TAKE-OFF RWY 21 L/R:** Climb on a track of 211°. Abeam LUF TACAN R-211/08 (EZRUN) turn right heading 325° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross 8 DME at or below 5000. Cross LUF R-252 at 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

## TIRON-SEVEN DEPARTURE (TIRON7)

SH-321 [USAF]

GLENDALE, ARIZONA

ATIS ★ 134.925 269.9  
 CLNC DEL  
 126.25 273.475  
 GND CON  
 133.175 335.8  
 LUKE TOWER ★  
 119.1 379.9  
 LUKE DEP CON  
 118.15 363.125  
 ALBUQUERQUE CENTER  
 125.25 307.3

BAGDAD 1  
 MOA

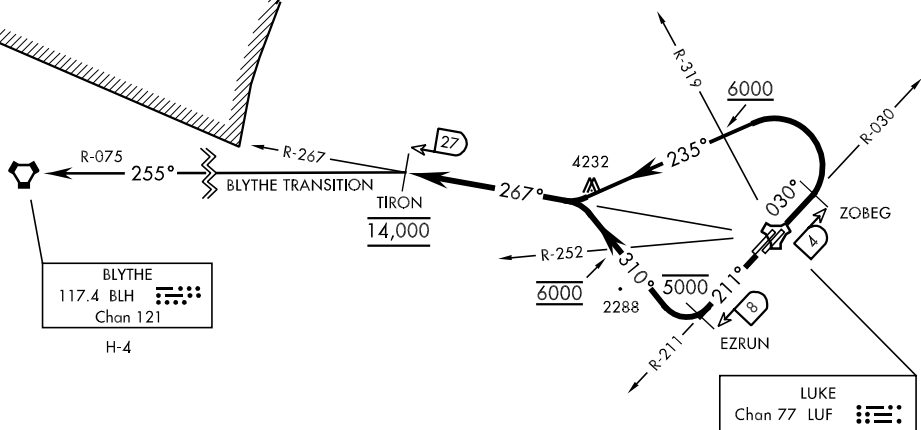
Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	700	1050	1400	1750	2100
21 L/R	V/V(fpm)	640	960	1280	1600	1920

Minimum Climb Rate from DER to 6000.

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	860	1290	1720	2150	2580
21 L/R	V/V(fpm)	910	1360	1810	2260	2720

ATC Climb Rates from DER to 14,000

GLADDEN 1  
 MOA



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3 L/R:** Climb tracking 030°. Abeam LUF TACAN R-030/04 DME (ZOBEG) turn left heading 235° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross LUF R-319 at or above 6000. Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

**TAKE-OFF RWY 21 L/R:** Climb tracking 211°. Abeam LUF TACAN R-211/08 DME (EZRUN) turn right heading 310° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross abeam EZRUN at or below 5000. Cross LUF R-252 at 6000, Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

**BLYTHE TRANSITION (TIRON7•BLH):** Via the BLH VORTAC R-075 to BLH.

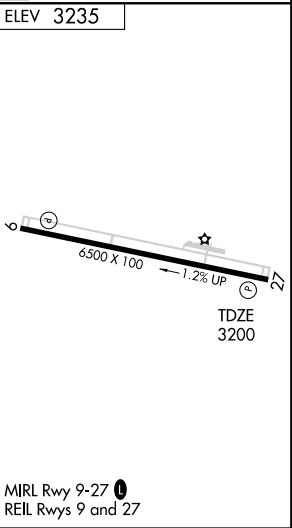
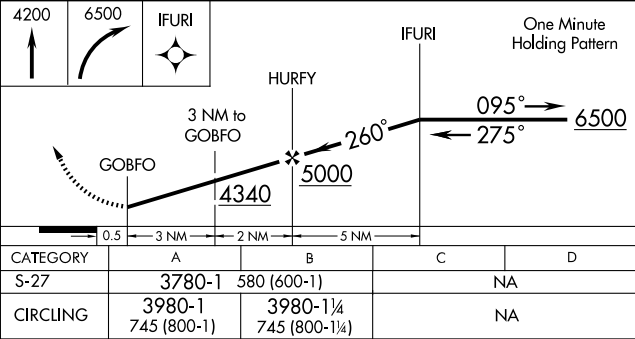
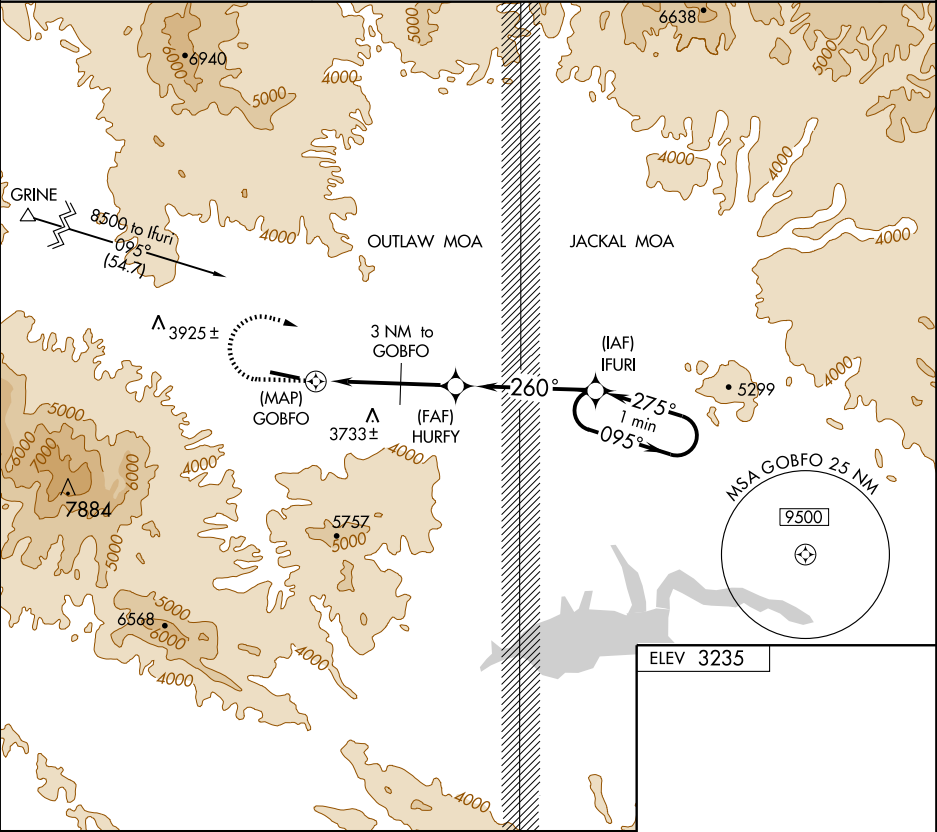
APP CRS	Rwy Idg	6500
260°	TDZE	3200
	Apt Elev	3235

# GPS RWY 27

GLOBE/SAN CARLOS APACHE (P13)

<b>▲</b> <b>▲</b> NA	Obtain local altimeter setting on CTAF; when not received, procedure not authorized.	MISSED APPROACH: Climb to 4200, then climbing right turn to 6500 direct IFURI WP and hold.
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AWOS-3 <b>120.075</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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IZTIR TWO DEPARTURE (RNAV) (OBSTACLE)

ALBUQUERQUE CENTER

125.4 269.3

PRESCOTT RADIO

122.4

$\Delta$  SALTS

## TAKE-OFF MINIMUMS

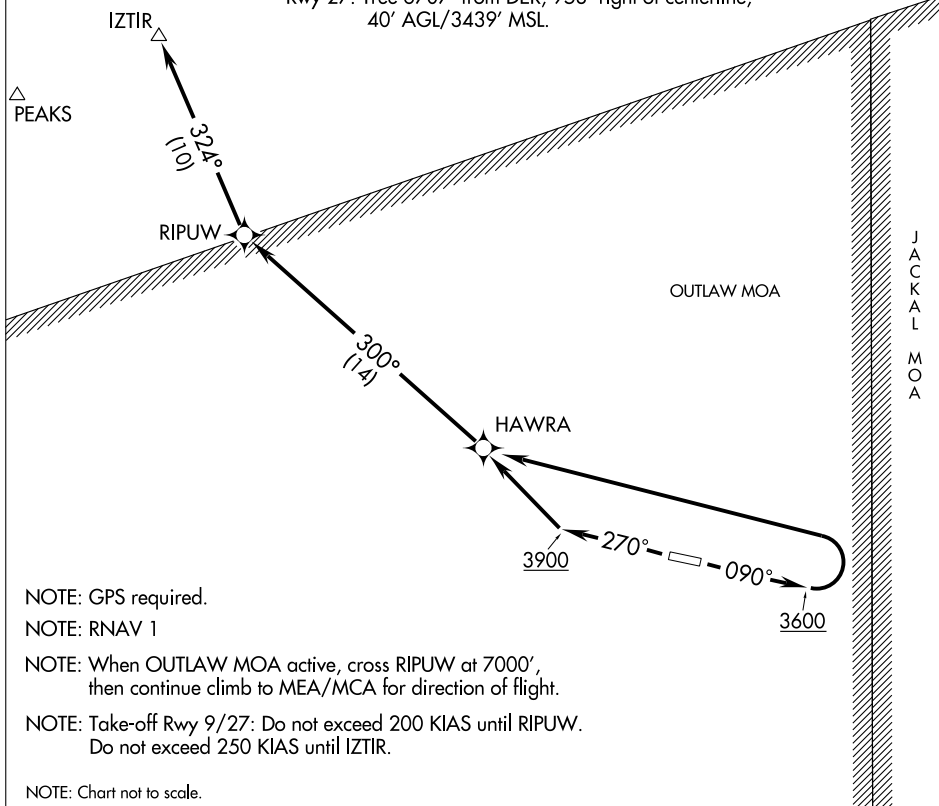
Rwy 9: Standard with minimum climb of 409' per NM to 6900.

Rwy 27: Standard with minimum climb of 370' per NM to 5500.

## TAKE-OFF OBSTACLE NOTES

Rwy 9: Numerous trees beginning 566' from DER, 126' right of centerline, up to 40' AGL/3289' MSL.

Rwy 27: Tree 6707' from DER, 958' right of centerline,  
40' AGL/3439' MSL.



NOTE: GPS required.

NOTE: RNAV 1

NOTE: When OUTLAW MOA active, cross RIPUW at 7000', then continue climb to MEA/MCA for direction of flight.

NOTE: Take-off Rwy 9/27: Do not exceed 200 KIAS until RIPUW.  
Do not exceed 250 KIAS until IZTIR.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence....

TAKE-OFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence....

....climb on course to MEA for assigned route of flight.

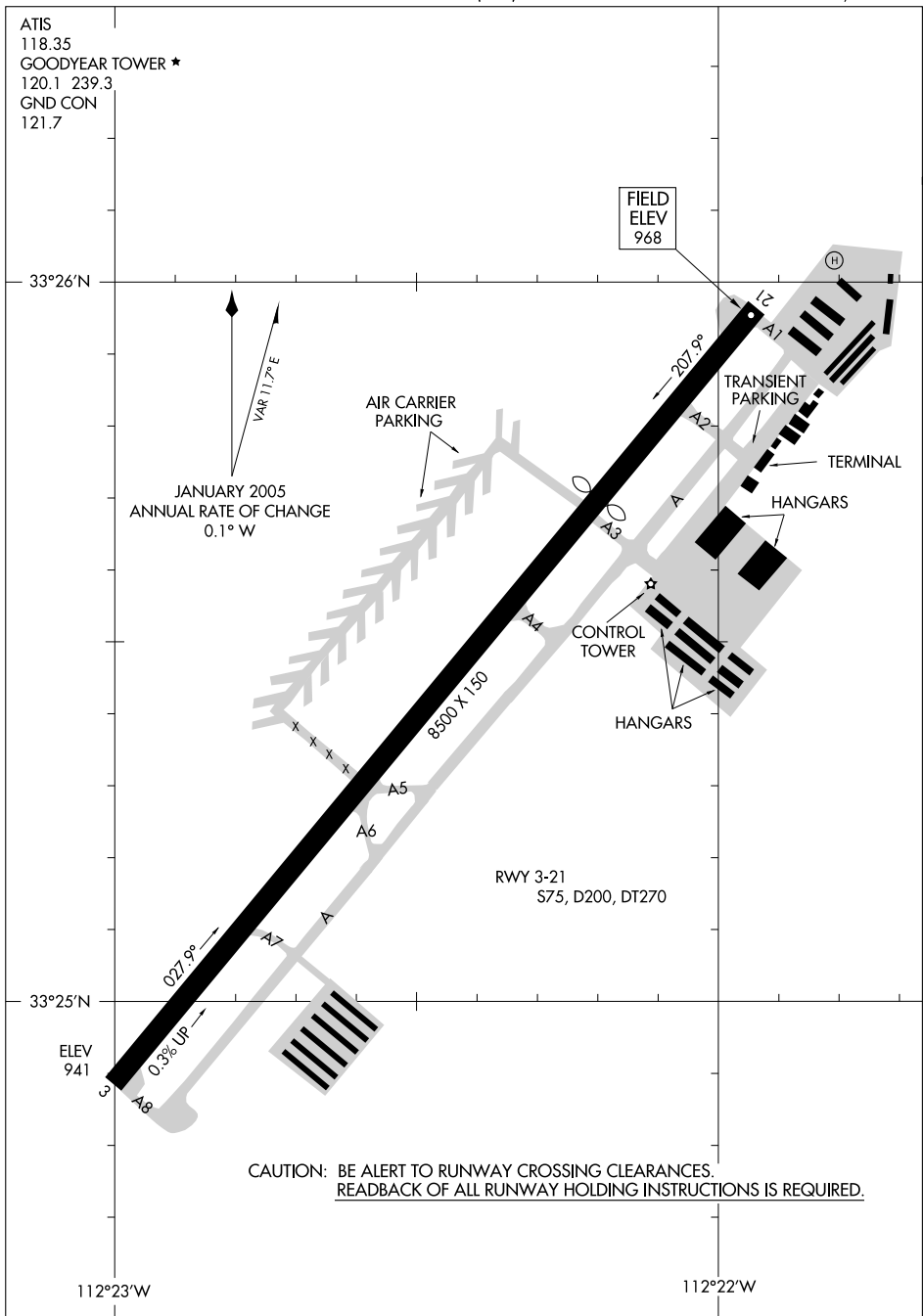
SW-4. 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-6648 (FAA)

GOODYEAR/PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA

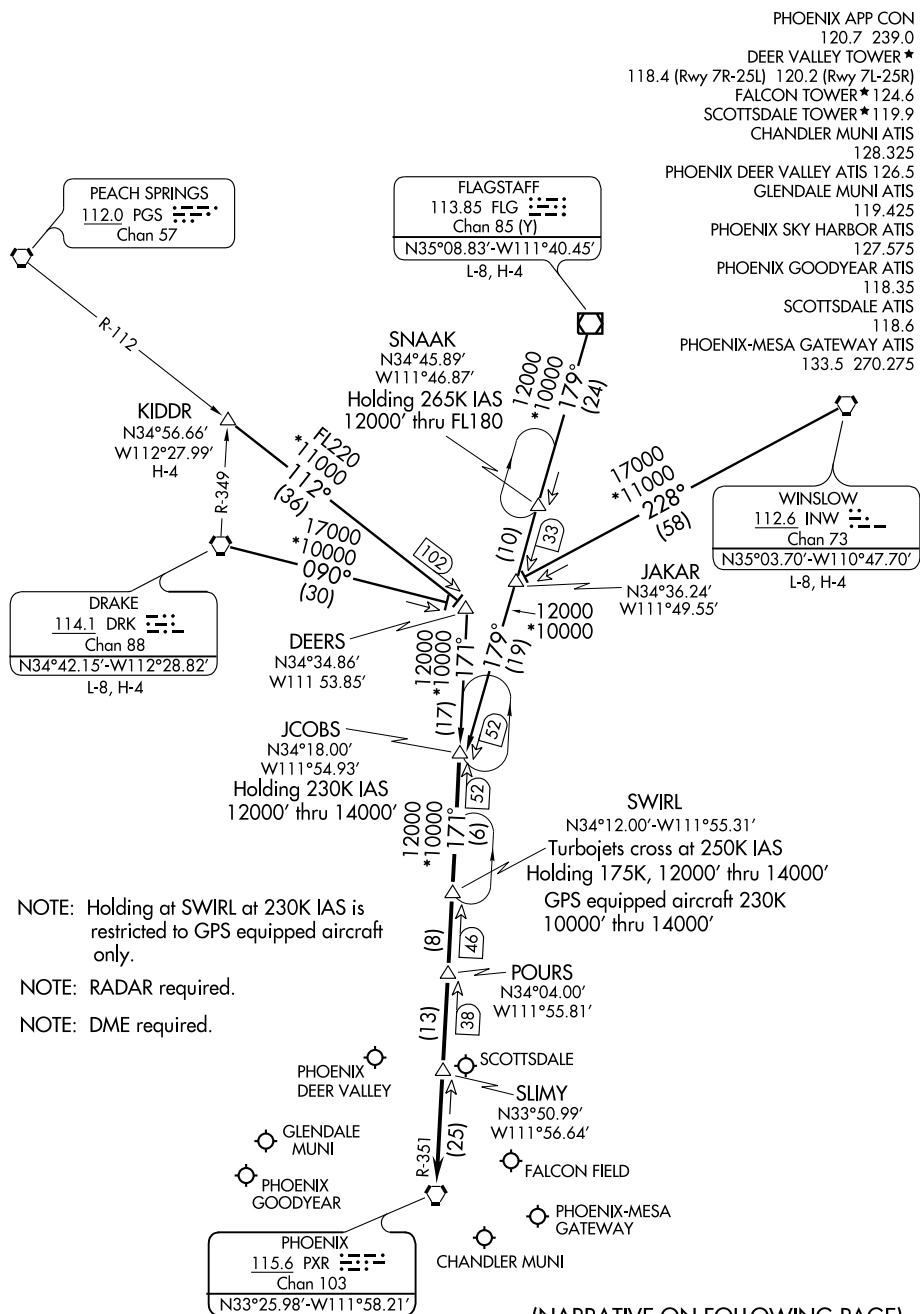
ATIS  
118.35  
GOODYEAR TOWER ★  
120.1 239.3  
GND CON  
121.7



SW-4, 03 JUN 2010 to 01 JUL 2010

## JCOPS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

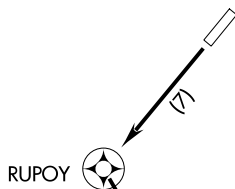
LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

(POTER 1 .POTER) 08325 SL-6648 (FAA)  
POTER ONE DEPARTURE (RNAV) (OBSTACLE)

GOODYEAR/ PHOENIX GOODYEAR (GYR)

GOODYEAR, ARIZONA

ATIS 118.35  
GND CON 121.7  
GOODYEAR TOWER ★  
120.1  
LUKE DEP CON★  
125.45



TAKE-OFF MINIMUMS

Rwy 3: Not authorized-ATC.  
Rwy 21: Standard.

NOTE: 1. GPS Required  
2. RNAV 1

△ POTER



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb to 8000 direct RUPOY and via 137° track to POTER.

SW-4, 03 JUN 2010 to 01 JUL 2010

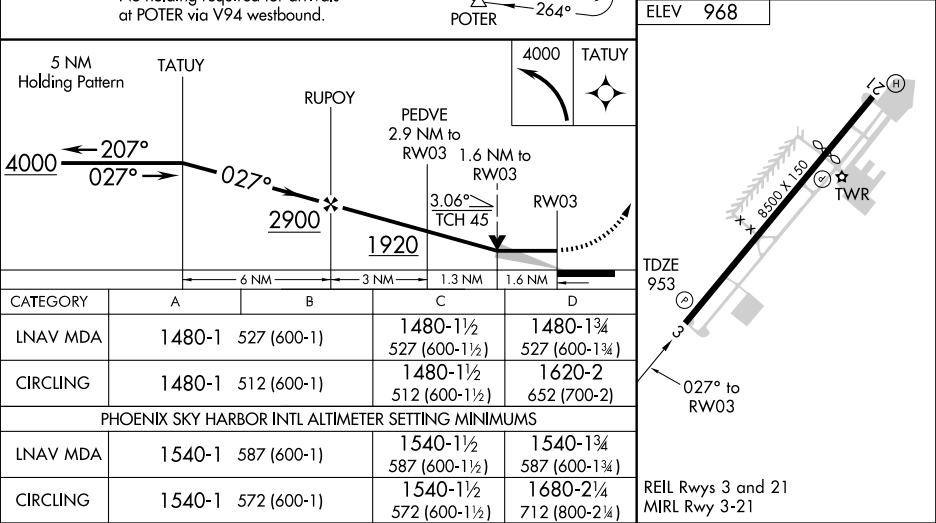
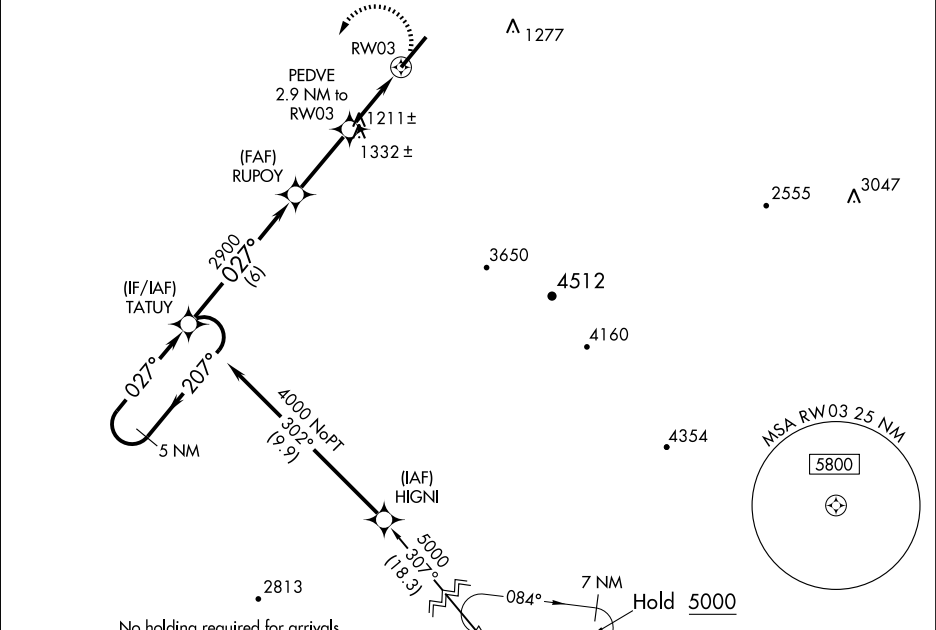
Procedure NA at night. DME/DME RNP -0.3 NA.

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

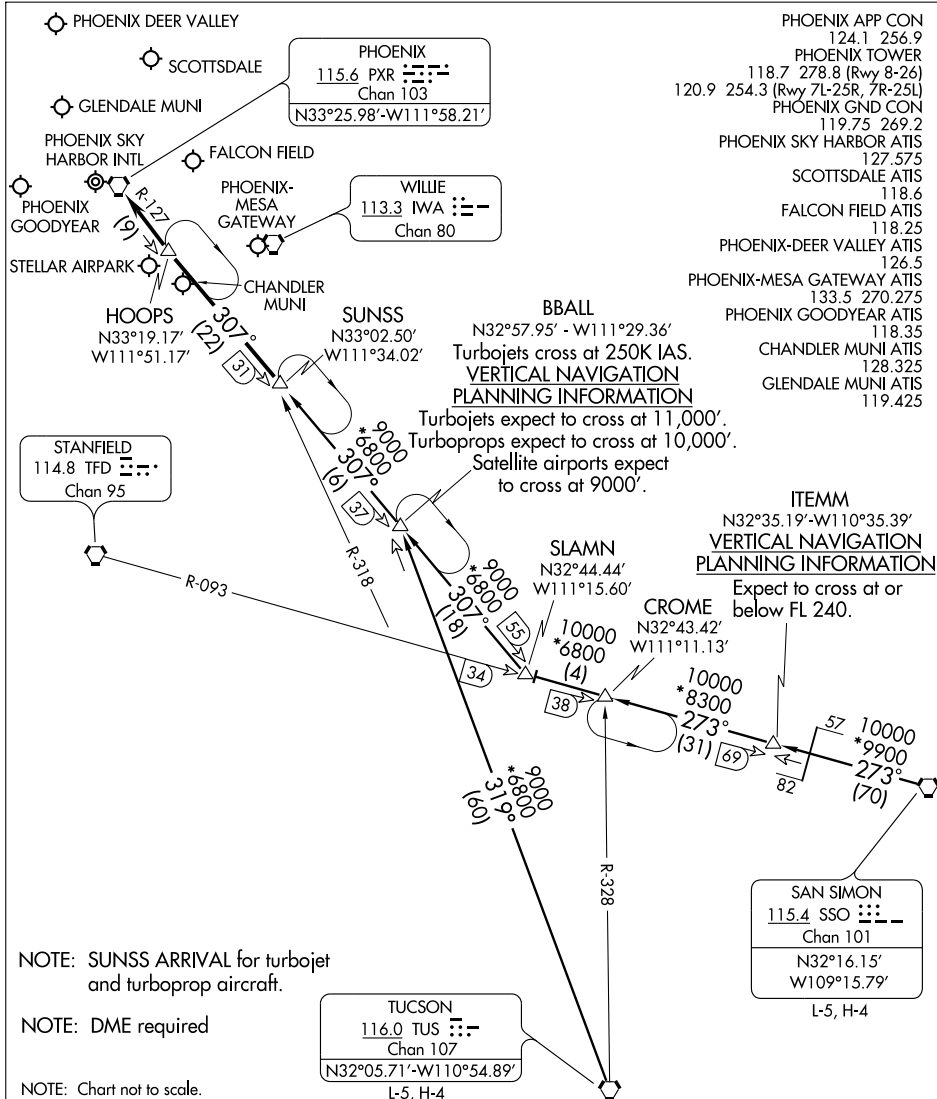
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct TATUY and hold.

ATIS 118.35	LUKE APP CON * 125.45 263.125	GOODYEAR TOWER * 120.1 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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SW-4. 03 JUN 2010 to 01 JUL 2010



**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

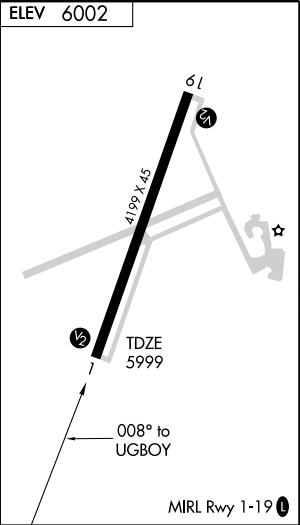
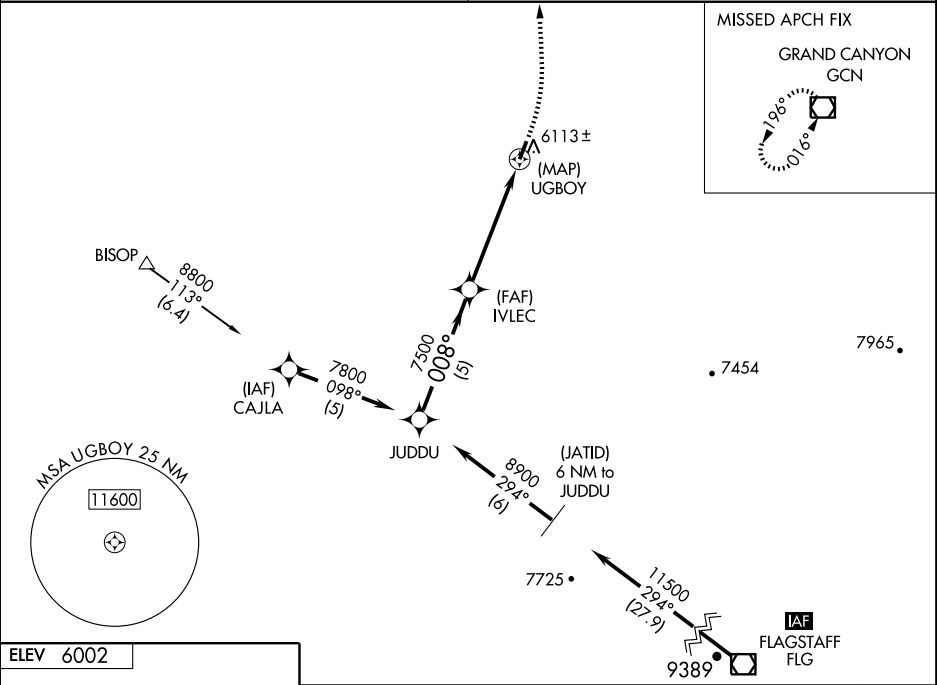
....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

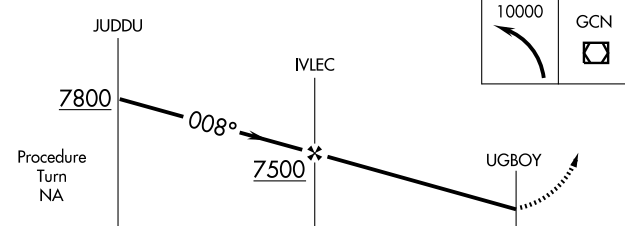
APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>5999</b> <b>6002</b>
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GPS RWY 1  
GRAND CANYON/ VALLE (40G)

<b>NA</b> <b>IAF</b> ARM APPROACH MODE PRIOR TO IAF. Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.	MISSED APPROACH: Climbing left turn to 10000 direct to GCN VOR/DME and hold.
---	--

LOS ANGELES CENTER <b>124.85 319.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
---	---------------------------------



				
CATEGORY	A	B	C	D
S-1	6480-1	481 (500-1)	6480-1¼ 481 (500-1¼)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-1	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA



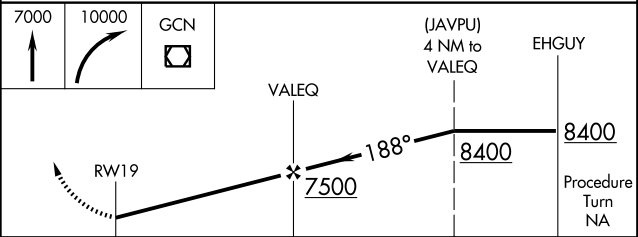
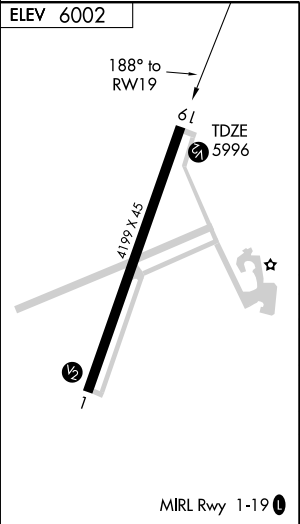
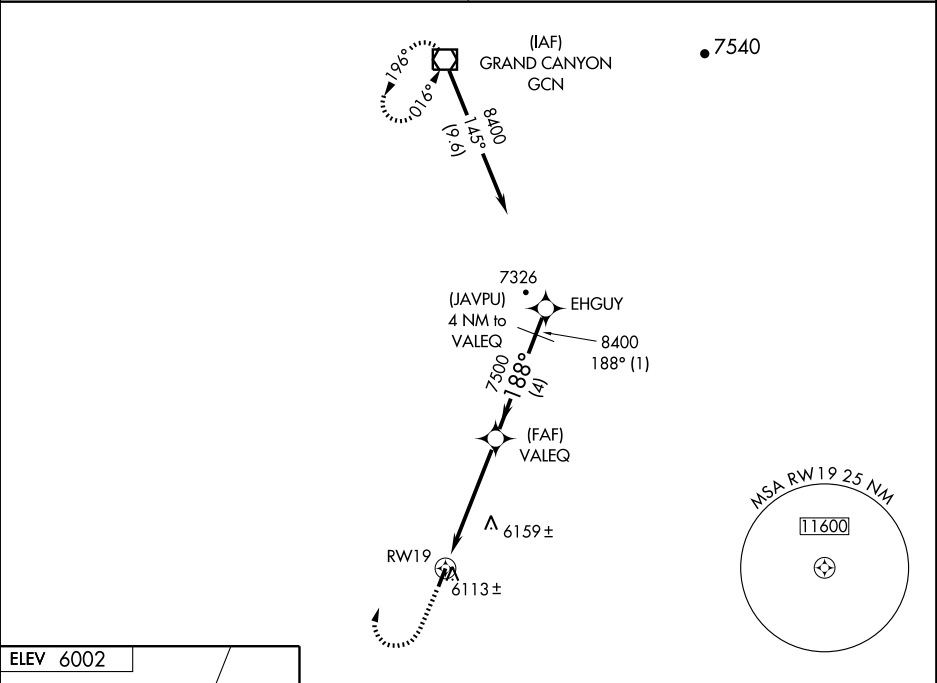
APP CRS 188°	Rwy Idg TDZE Apt Elev	4199 5996 6002
-----------------	-----------------------------	----------------------

GPS RWY 19  
GRAND CANYON/ VALLE (40G)

⚠ NA Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF) 0
------------------------------------	--------------------------



CATEGORY	A	B	C	D
S-19	6420-1 424 (500-1)		6420-1½ 424 (500-1¼)	NA
CIRCLING	6480-1 478 (500-1)		6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1 544 (600-1)		6540-1½ 544 (600-1½)	NA
CIRCLING	6620-1 618 (700-1)		6640-1¾ 638 (700-1¾)	NA

VOR/DME GCN <b><u>113.1</u></b> Chgn <b>78</b>	APP CRS <b>166°</b>	Rwy Idg <b>4199</b> TDZE <b>5996</b> Apt Elev <b>6002</b>
--	------------------------	---

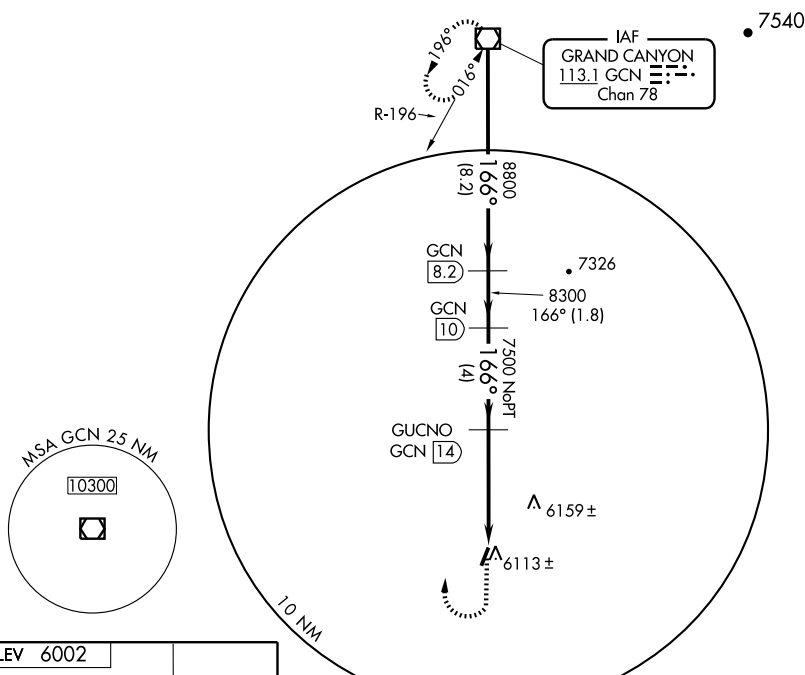
VOR/DME RWY 19  
GRAND CANYON/ VALLE (40G)

**A** Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

**MISSED APPROACH:** Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER  
124.85 319.2

UNICOM  
122.8 (CTAF) **L**



ELEV	6002
------	------

166° 4.2 NM  
from FAF

TDZE  
5996

1199 X 45

7000

10000

GCN



VOR/DME

10000

Procedure  
Turn  
NA

CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1 $\frac{1}{4}$ 424 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	6480-1	478 (500-1)	6500-1 $\frac{1}{2}$ 498 (500-1 $\frac{1}{2}$ )	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1 $\frac{1}{2}$ 544 (600-1 $\frac{1}{2}$ )	NA
CIRCLING	6620-1	618 (700-1)	6640-1 $\frac{3}{4}$ 638 (700-1 $\frac{3}{4}$ )	NA

MIRL Rwy 1-19 **L**

# AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)

GRAND CANYON, ARIZONA

ATIS 124.3  
CANYON TOWER\*  
119.0  
GND CON  
121.9

35°58'N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
6609

TRANSIENT  
PARKING

FIRE  
STATION

TERMINAL

GENERAL  
AVIATION  
PARKING

6756

■ CONTROL  
TOWER

35°57'N

ELEV  
6533

0.28.6s  
0.7% UP

8999 X 150

RWY 3-21  
S88, D108, ST137, DT160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°09'W

112°08'W

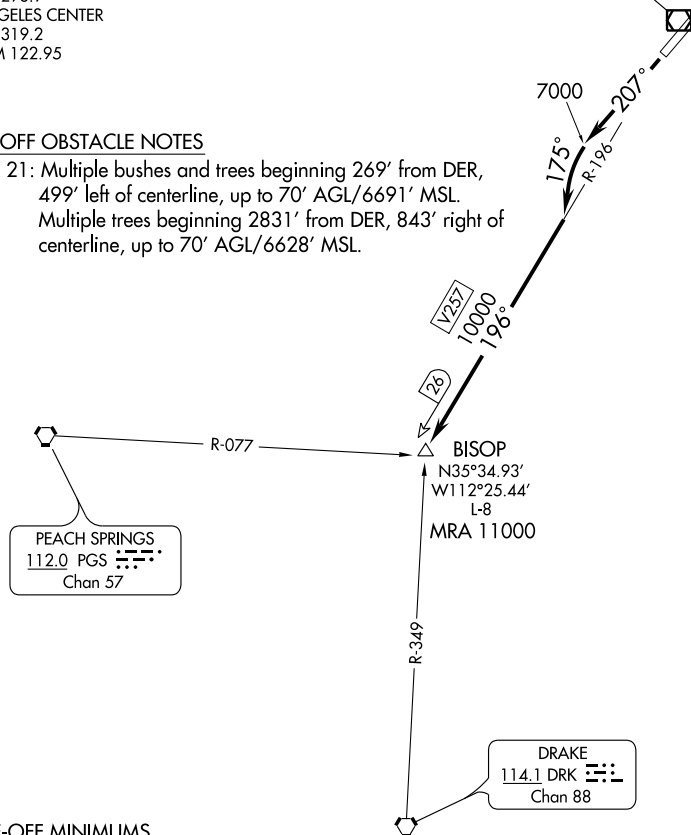
## GRAND TWO DEPARTURE (OBSTACLE)

ATIS 124.3  
 GND CON  
 121.9  
 CANYON TOWER ★  
 119.0  
 ALBUQUERQUE CENTER  
 128.45 298.9  
 LOS ANGELES CENTER  
 124.85 319.2  
 UNICOM 122.95

GRAND CANYON  
113.1 GCN  $\equiv \overline{\cdot} \cdot$   
Chan 78

## TAKEOFF OBSTACLE NOTES

RWY 21: Multiple bushes and trees beginning 269' from DER, 499' left of centerline, up to 70' AGL/6691' MSL.  
Multiple trees beginning 2831' from DER, 843' right of centerline, up to 70' AGL/6628' MSL.



## TAKE-OFF MINIMUMS

Rwy 3, NA.

Rwy 21: 200-1¼ or standard with minimum climb of 234' per NM to 7000', or alternatively, with standard takeoff minimums and normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA.

**TAKE-OFF RUNWAY 21:** Climb heading 207° to 7000', then turn left heading 175° to intercept GCN R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

LOC I-GCN <b><u>108.9</u></b>	APP CRS <b>027°</b>	Rwy Idg <b>8999</b> TDZE <b>6556</b> Apt Elev <b>6609</b>
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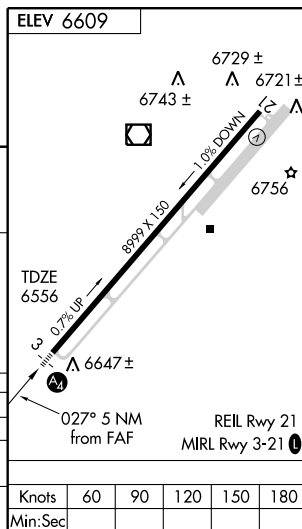
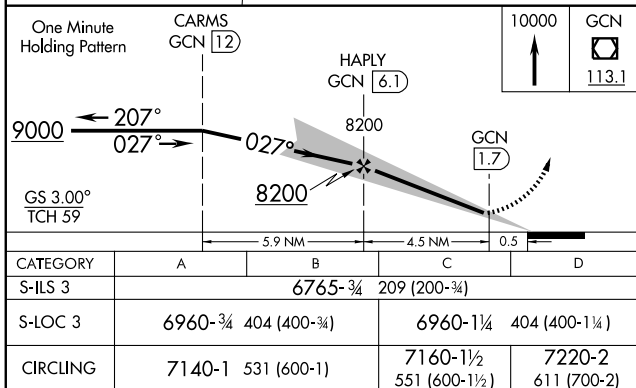
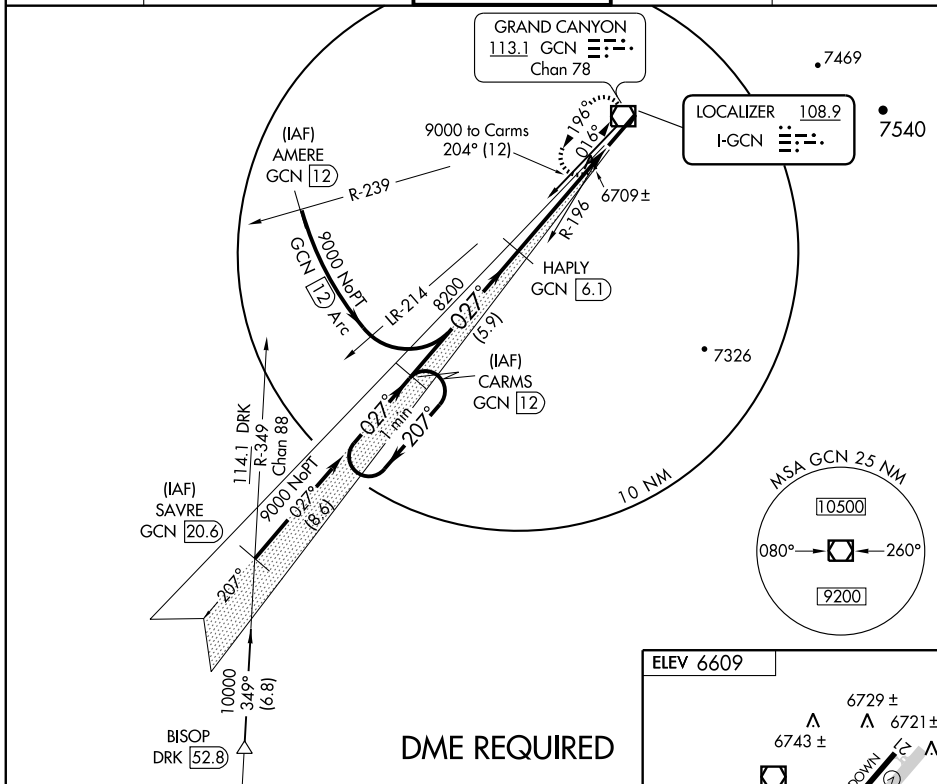
ILS or LOC/DME RWY 3  
GRAND CANYON NATIONAL PARK (GCN)

**T** DME from GCN VOR/DME. Simultaneous reception of I-GCN  
**A** and GCN DME required.  
Inoperative table does not apply to S-LOC 3 CAT C.

MALS

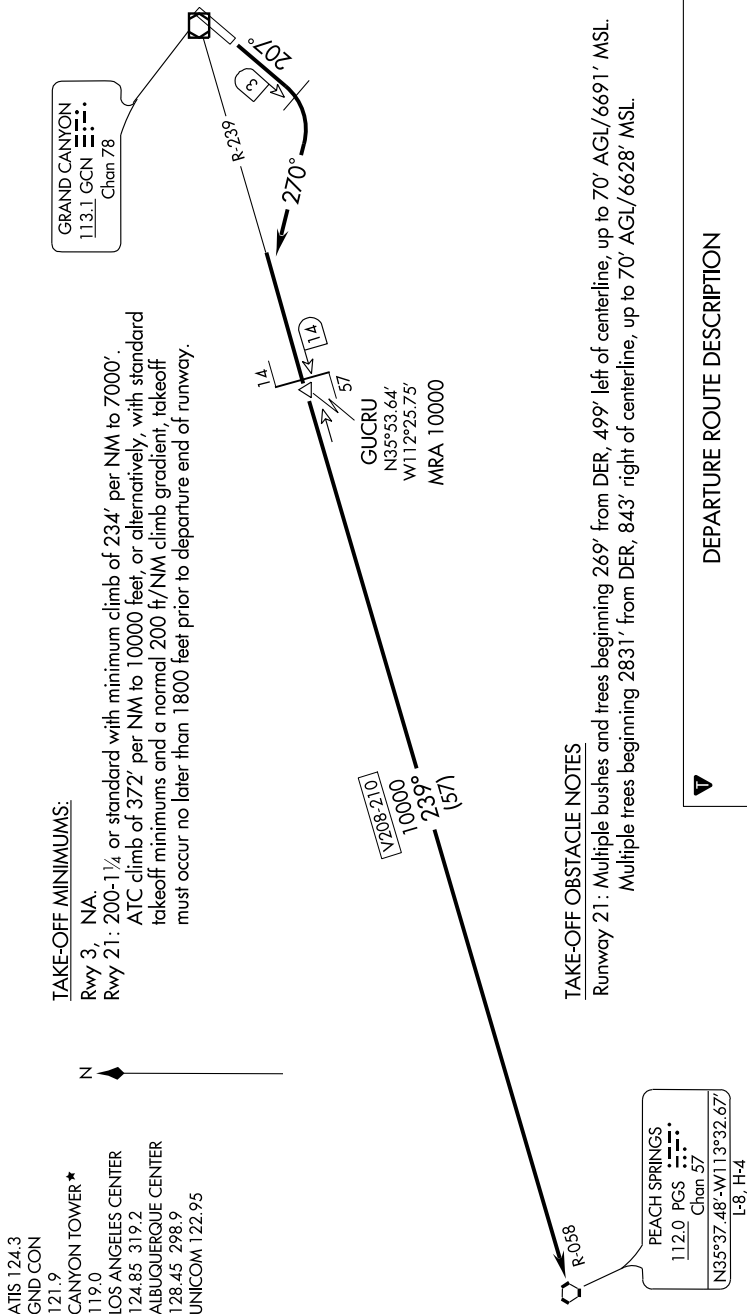
**MISSED APPROACH:** Climb to 10000 direct GCN  
VOR/DME and hold.

ATIS <b>124.3</b>	LOS ANGELES CENTER <b>124.85 319.2</b>	CANYON TOWER ★ <b>119.0 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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## PARKS TWO DEPARTURE

SL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)  
GRAND CANYON, ARIZONA

## DEPARTURE ROUTE DESCRIPTION

## TAKE-OFF RUNWAY 3: NA

TAKE-OFF RUNWAY 21: Climb heading 207° until GCN 3 DME, then turn right heading 270° to intercept GCN R-239 to GUCRU/GCN 14 DME at or above 10000' then via V208-210 to PGS VORTAC. Expect filed altitude 10 minutes after departure.

NOTE: DME required.  
NOTE: Chart not to scale.

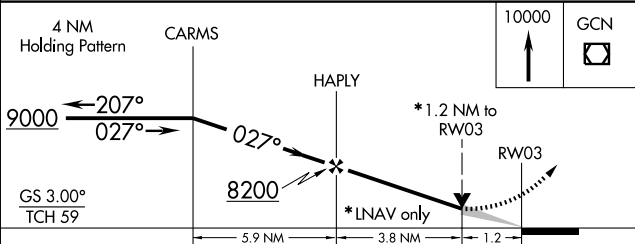
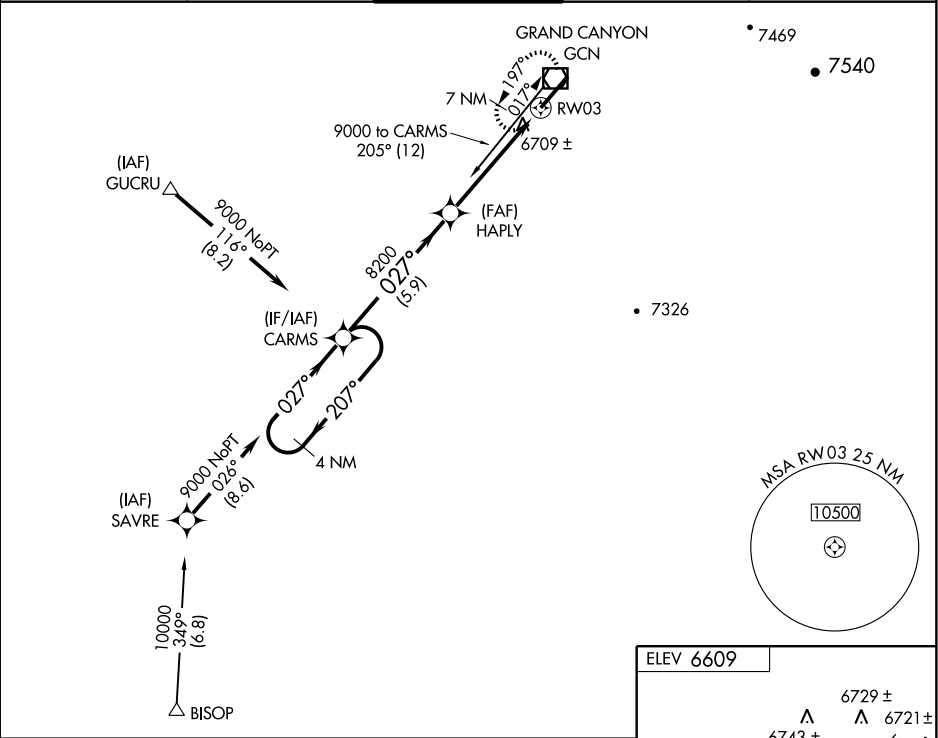
APP CRS	Rwy Idg	8999
027°	TDZE	6556
	Apt Elev	6609

RNAV (GPS) RWY 3  
GRAND CANYON NATIONAL PARK (GCN)

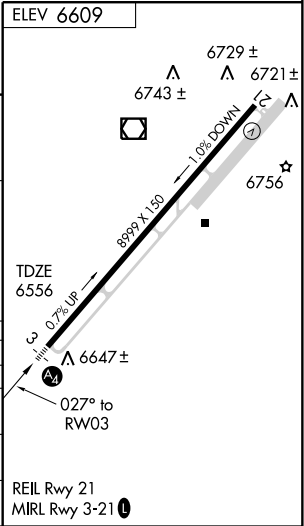
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -28°C (-18°F).  
Inoperative table does not apply to LNAV Cat C.

MALS  
MISSED APPROACH: Climb to 10000 direct GCN  
VOR/DME and hold.

ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER★ 119.0 (CTAF) 1	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	6960-1½ 404 (400-1½)			
LNAV MDA	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1½ 531 (600-1½)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

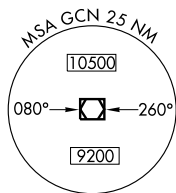
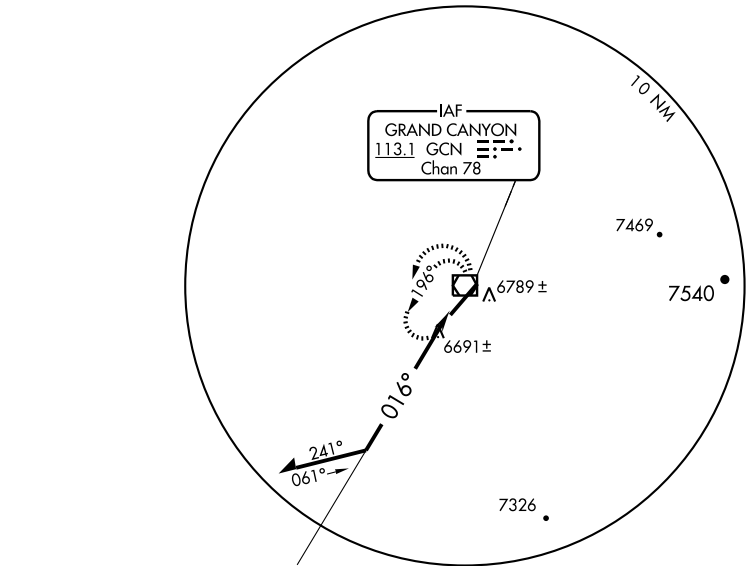


VOR RWY 3

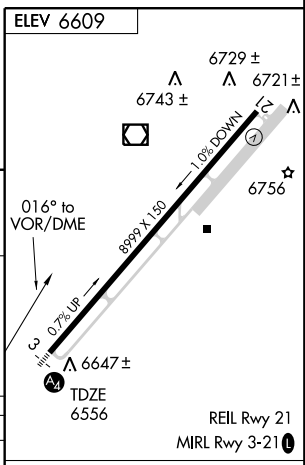
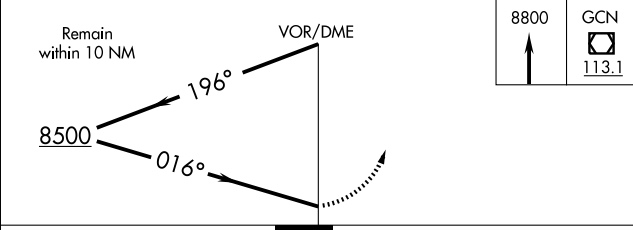
GRAND CANYON NATIONAL PARK (GCN)

VOR/DME GCN	APP CRS	Rwy Idg
113.1	016°	8999
Chan 78		TDZE 6556
		Apt Elev 6609

Inoperative table does not apply to S-3 Cat C.		MALS 	MISSED APPROACH: Climb to 8800 in GCN VOR/DME holding pattern.	
ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER ★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95



Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.



CATEGORY	A	B	C	D
S-3	7100-3/4 544 (600-3/4)		7100-1 1/2 544 (600-1 1/2)	7100-1 3/4 544 (600-1 3/4)
CIRCLING	7140-1 531 (600-1)		7160-1 1/2 551 (600-1 1/2)	7220-2 611 (700-2)



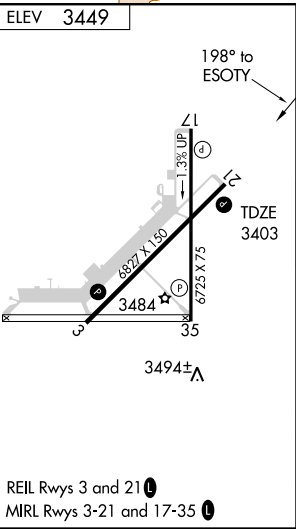
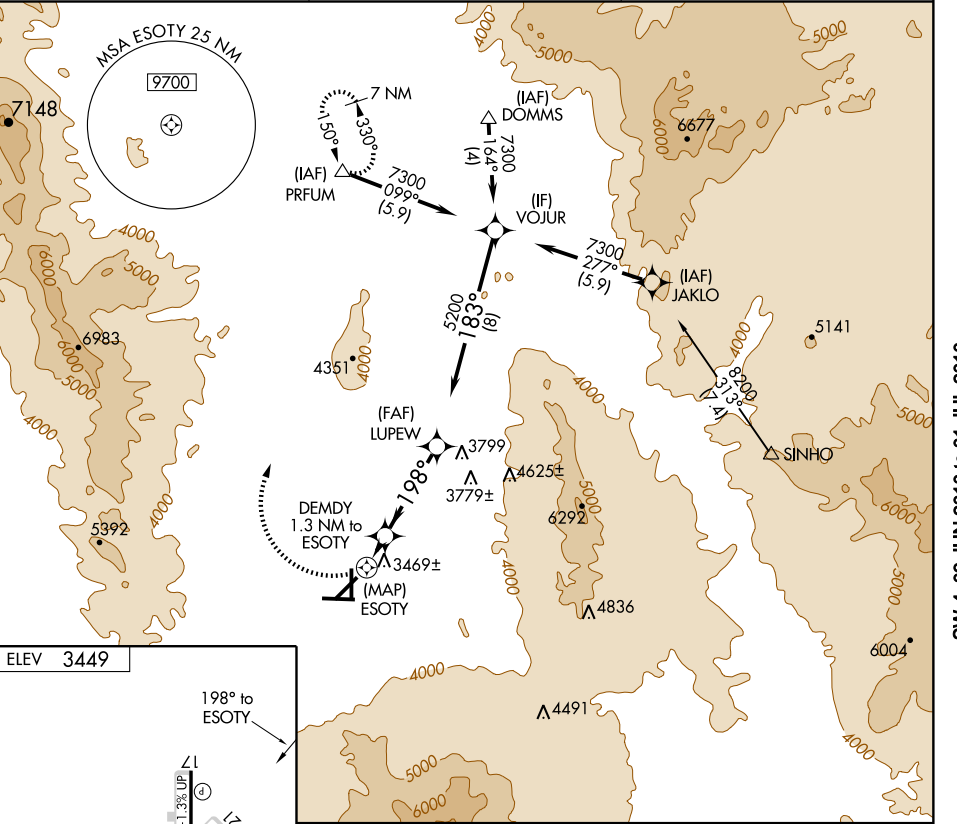


DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
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	9000	PRFUM	DEMDY 1.3 NM to ESOTY	LUPEW	VOJUR	
		△			7300	
			ESOTY	5200		Procedure Turn NA
			4000			
			198°	183°		
			3.03° TCH 45			
			0.5	1.3 NM	3.7 NM	8 NM
CATEGORY	A	B	C	D		
LNAV MDA	3820-1	417 (500-1)	3820-1¼	417 (500-1¼)		
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)		

REIL Rwy 3 and 21 0  
MIRL Rwy 3-21 and 17-35 0

NA

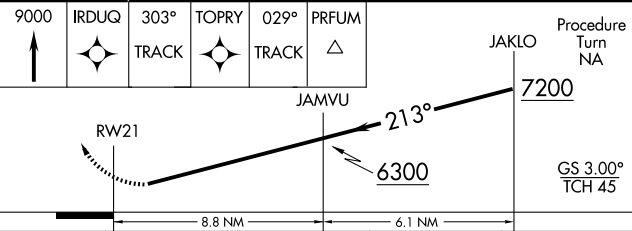
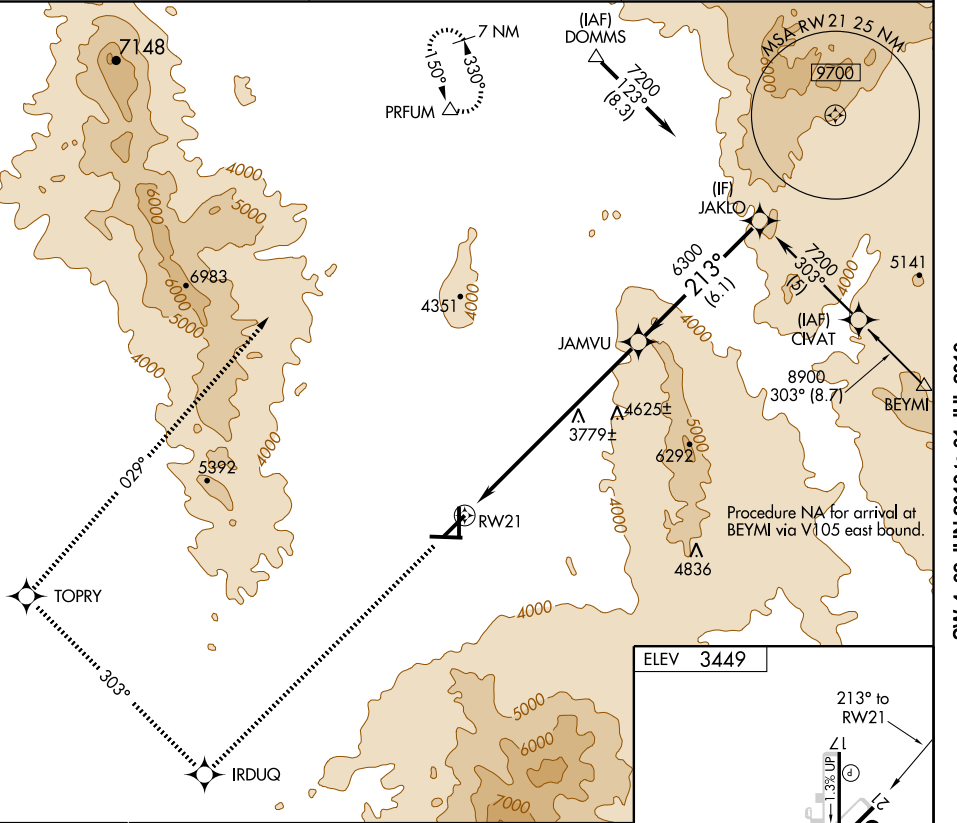
DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9000 direct  
IRDUQ and via track 303° to TOPRY and  
via track 029° to PRFUM and hold.

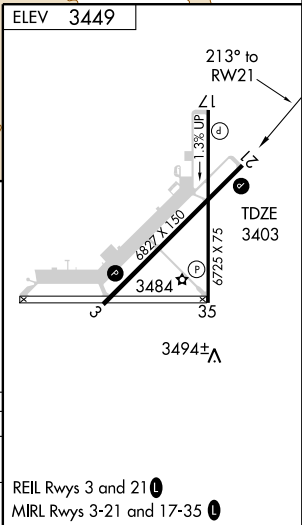
ASOS  
119.275

PRESCOTT RADIO  
122.1R

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV	DA	3653-1		250 (300-1)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)



▼

▲

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
-----------------	--------------------------	--------------------------

MSA IGM 25 NM

8400

075° → 255°

9700

116.7 BLD Chan 114

R-108

8300 NoPT to Edwrd Int 190° (12.6)

(IAF) MILK1 IGM 29.3

IGM R-010

8300 NoPT 226° (13.8)

IAF PEACH SPRINGS 112.0 PCS Chan 57

6697

6677

5141

6983

5392

4351

AHGAW IGM 8

3697

3519±

6292

4836

EDWRD INT IGM 16.7

(IF/IAF)

8300 to Edwrd Int 010° (4.5)

7000 190° (4.5)

TRUXE INT IGM 12.2

5900 190° (4.2)

ALRAY IGM 3.7

8300 to Edwrd Int 010° (16.7)

R-207

10 NM

ELEV 3449

190° 7.7 NM from FAF

1.3% UP

6827 X 150

6725 X 75

3484

35

3494±

TDZE 3403

6000

9000

IGM

IGM R-208

108.8

EDWRD INT IGM 16.7

Remain within 10 NM

TRUXE INT IGM 12.2

AHGAW IGM 8

ALRAY IGM 3.7

CETNU IGM 0.3

4540

5900

7000

8300

010°

190°

190°

8300

3.4 NM

4.3 NM

4.2 NM

4.5 NM

CATEGORY	A	B	C	D
S-21	3880-1	477 (500-1)	3880-1¼ 477 (500-1¼)	3880-1½ 477 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)

MIRL Rwy 3-21 and 17-35 0

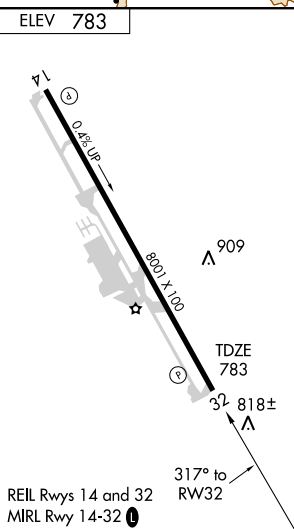
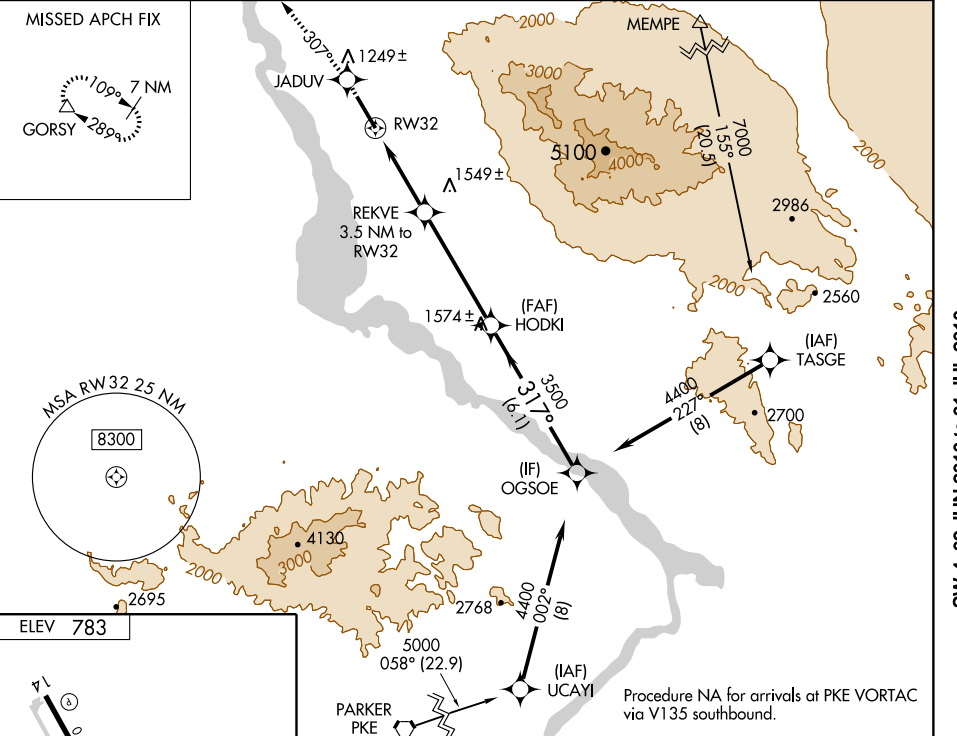
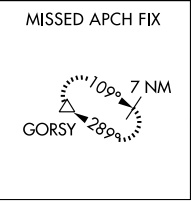
REIL Rwy 3 and 21 0

SW-4. 03 JUN 2010 to 01 JUL 2010

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all DA/MDA 80 feet and all visibilities ½ mile. VDP NA when using Needles altimeter setting. Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climb to 6300 direct JADUV and via 307° track to GORSY and hold, continue climb-in-hold to 6300.

AWOS-3 119.025 364	LOS ANGELES CENTER 134.65 314.2	UNICOM 122.7 (CTAF) 1
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6300 ↑		JADUV ✦	307° track	GORSY △	VGSI and RNAV glidepath not coincident.			
*LNAV only		REKVE 3.5 NM to RW32		HODKI	Procedure Turn NA	OGSOE	4400	
RW32		*2.6 NM to RW32		317°		GS 3.00° TCH 50		
1940*		3500		317°		4400		
2.6 NM		0.9		4.7 NM		6.1 NM		
CATEGORY		A		B		C		D
LPV DA		1265-1¾		482 (500-1¾)				
LNAV MDA		1660-1 877 (900-1)		1660-1¼ 877 (900-1¼)		1660-2½ 877 (900-2½)		1660-2¾ 877 (900-2¾)
CIRCLING		1660-1 877 (900-1)		1660-1¼ 877 (900-1¼)		1660-2½ 877 (900-2½)		1660-2¾ 877 (900-2¾)

Circling not authorized northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

AWOS-3 119.025 364	LOS ANGELES CENTER 134.65 314.2	UNICOM 122.7 (CTAF) 0
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IAF NEEDLES 115.2 EED Chan 99

MSA EED 25 NM

070° 160° 250° 340°

4800 8700 5200 6100

One Minute Holding Pattern

VORTAC

LONDON EED 7

EED 10

(MAFDU) EED 12.8

6000 EED

115.2 EED

139°

319°

3300

2300

7 NM

3 NM

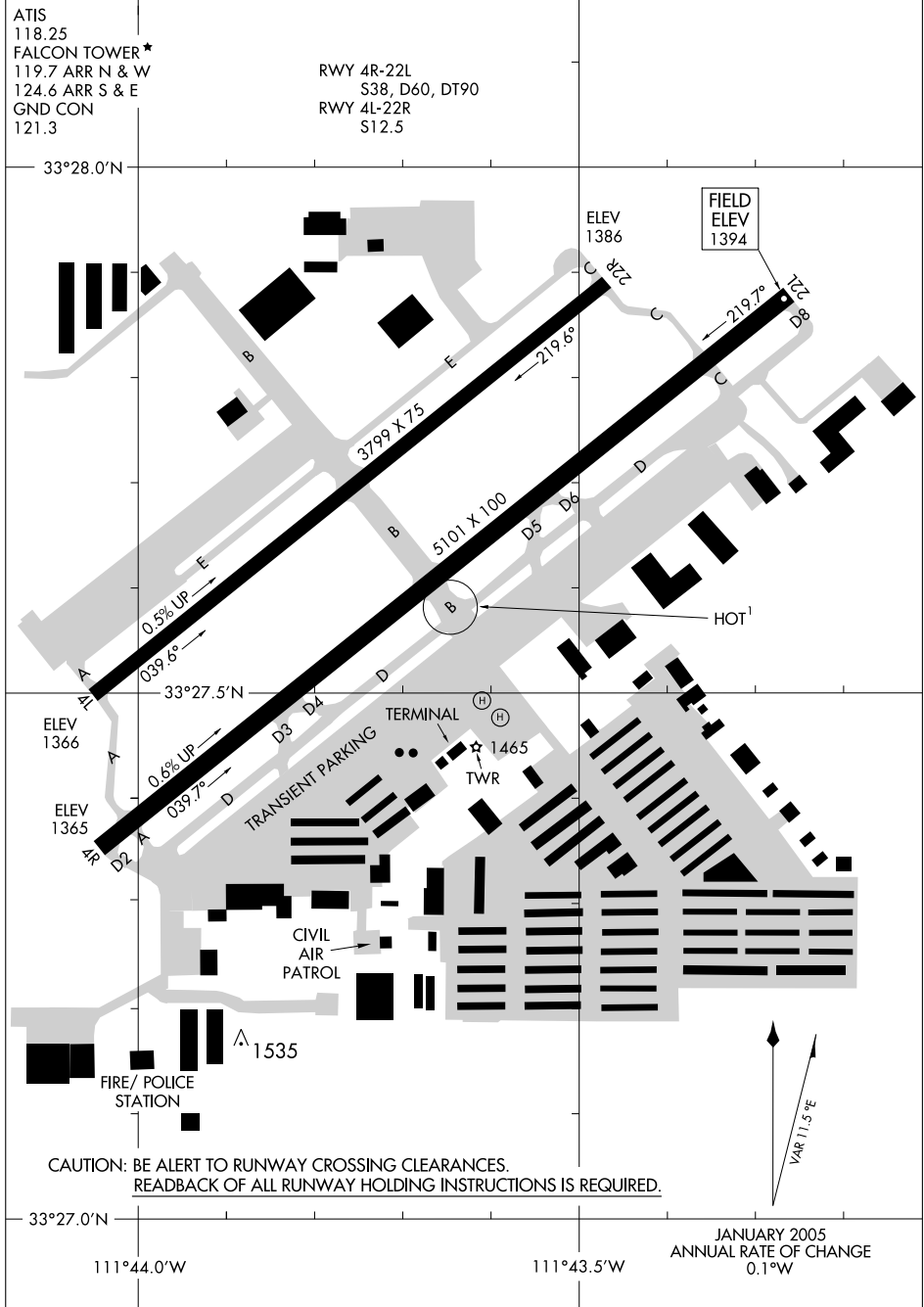
2.8 NM

REIL Rwy 14 and 32

MIRL Rwy 14-32 0

SW-4. 03 JUN 2010 to 01 JUL 2010

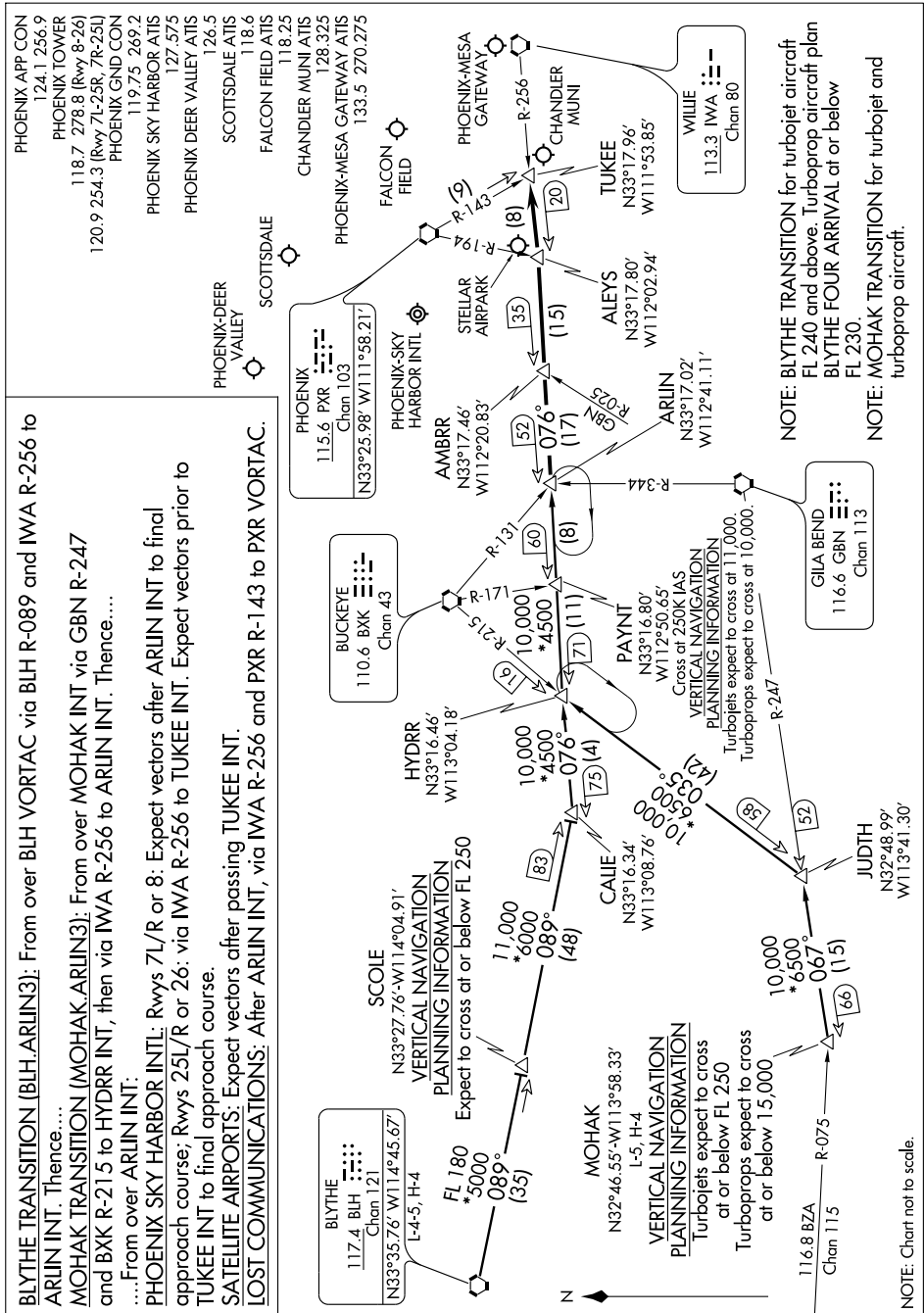
## AIRPORT DIAGRAM



## ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA





NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

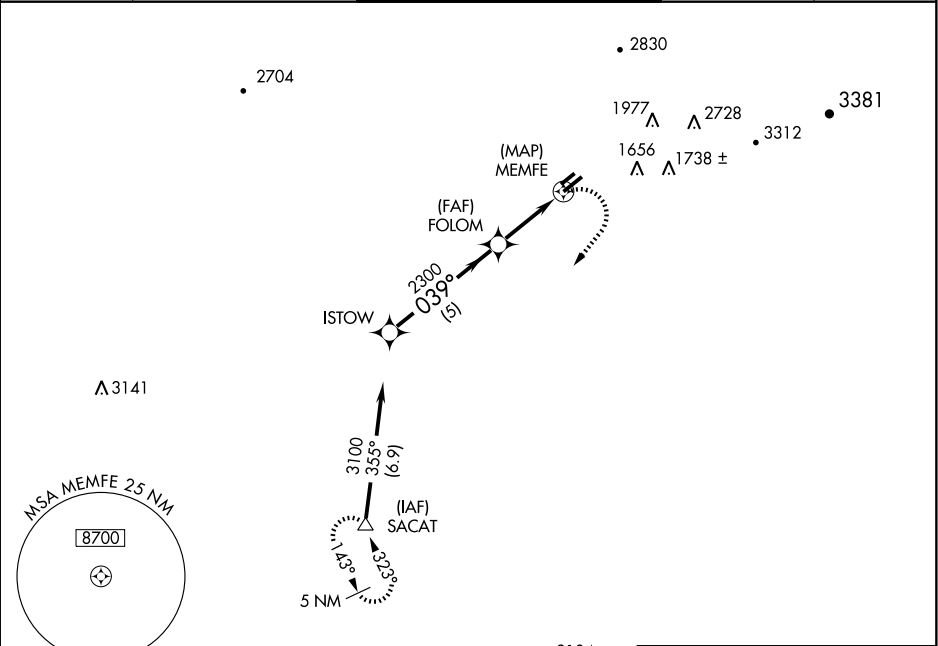
APP CRS <b>039°</b>	Rwy Idg TDZE Apt Elev	<b>5101</b> <b>1381</b> <b>1392</b>
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GPS RWY 4R  
MESA/FALCON FIELD (F'F'Z)

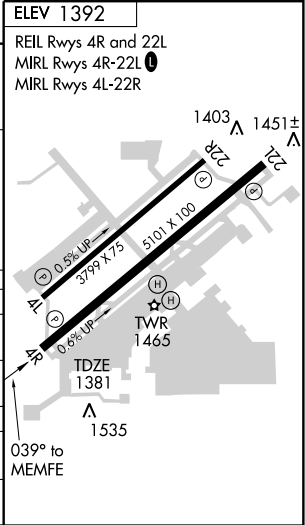
**▼** When control tower closed, use Phoenix Sky Harbor  
**▲ NA** altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT  
WP and hold.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER ★ <b>119.7</b> (N & W) <b>124.6</b> (S & E) (CTAF) <b>0</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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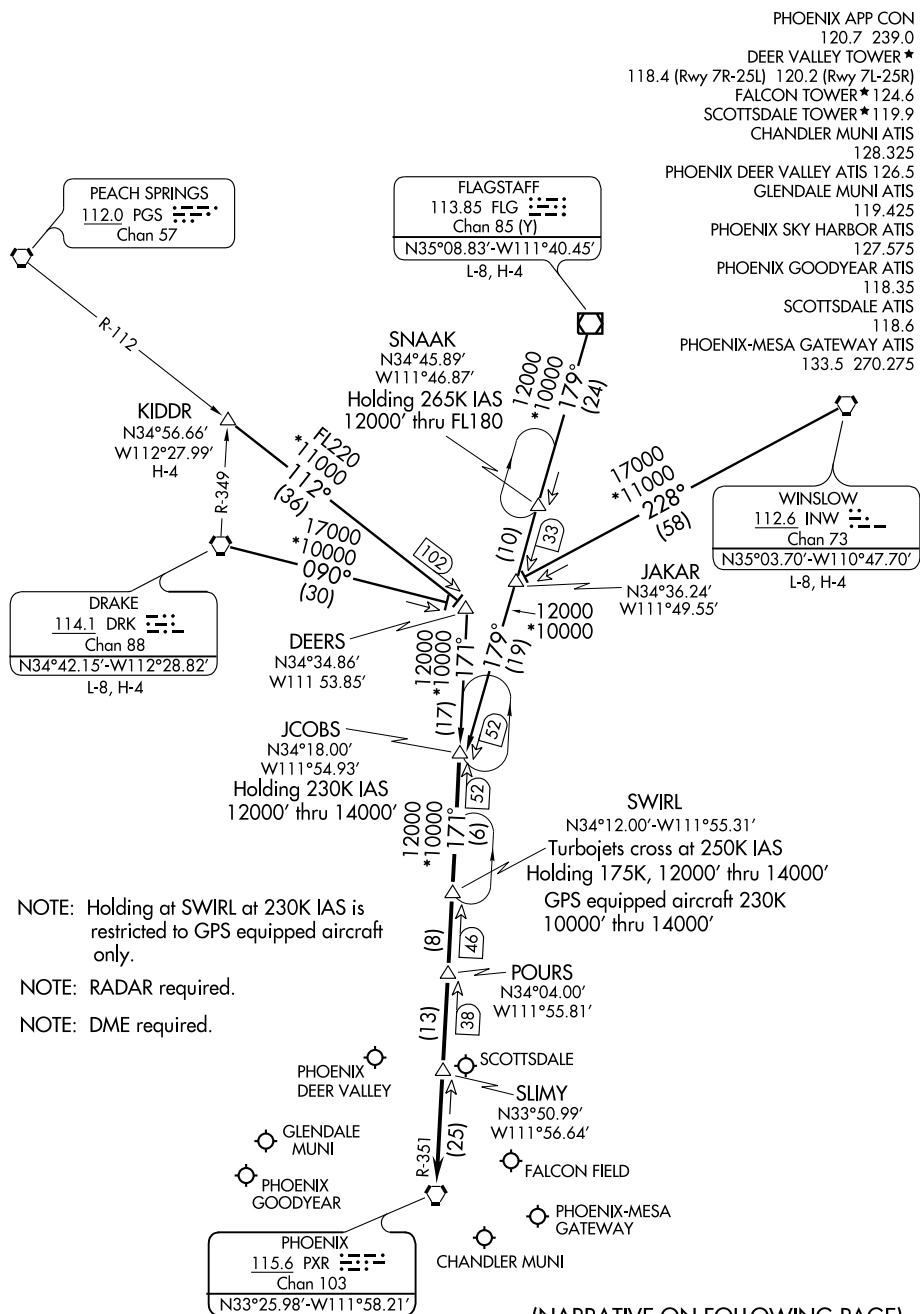


CATEGORY	A	B	C	D
S-4R	1800-1	419 (500-1)	1800-1¼ 419 (500-1¼)	NA
CIRCLING	1860-1	468 (500-1)	1860-1½ 468 (500-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
S-4R	1860-1	479 (500-1)	1860-1¼ 479 (500-1¼)	NA
CIRCLING	1940-1	548 (600-1)	1940-1½ 548 (600-1½)	NA



## JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

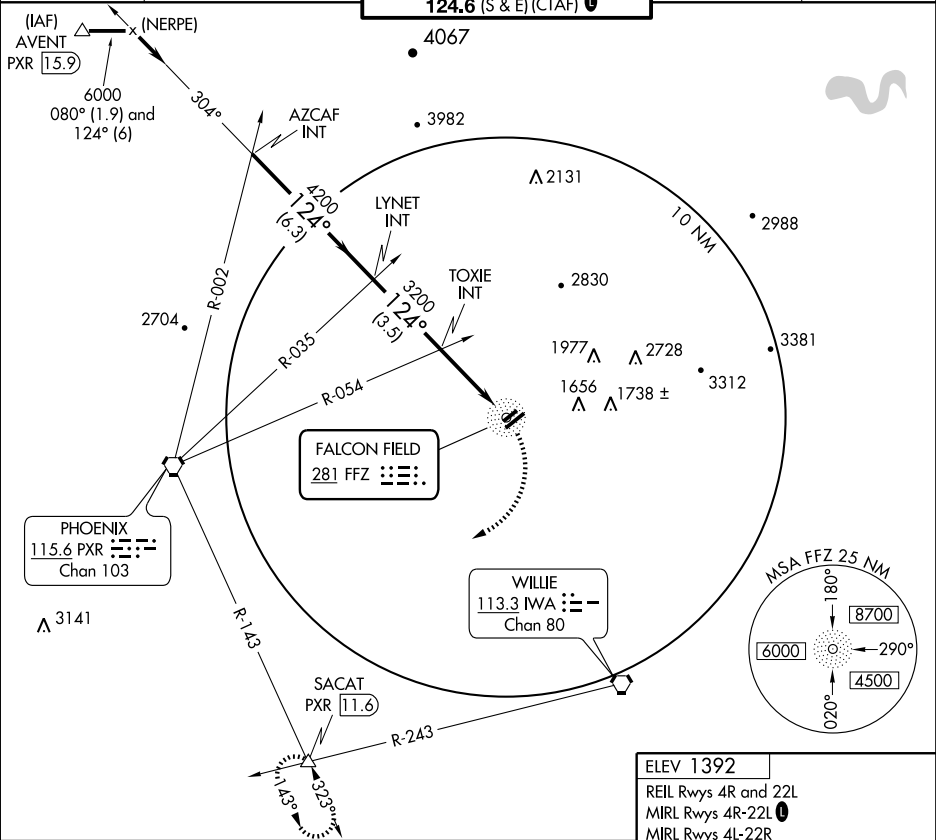
NDB FFZ <b>281</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>1392</b>
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NDB or GPS-A  
MESA/FALCON FIELD (F'F'Z)

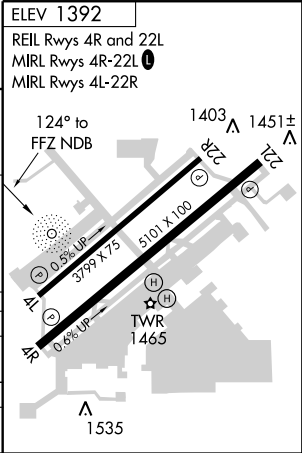
When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

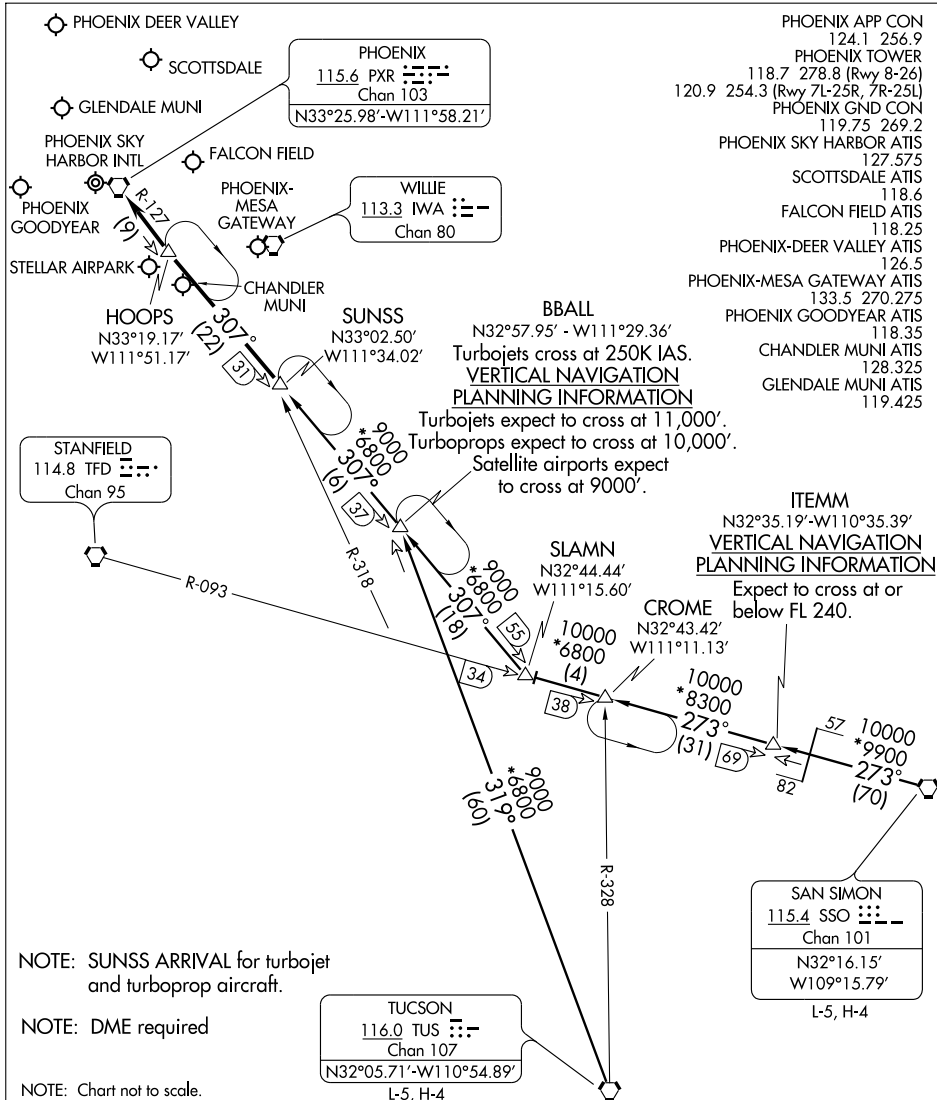
MISSED APPROACH: Climbing right turn to 5000 via heading 210° and PXR R-143 to SACAT Int/PXR 11.6 DME and hold.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER ★ <b>119.7 (N &amp; W)</b> <b>124.6 (S &amp; E) (CTAF) 0</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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Procedure Turn NA	AZCAF INT		LYNET INT		TOXIE INT		NDB	
	6000		4200		3200*			
124°								
6.3 NM		3.5 NM		3.4 NM				
CATEGORY	A		B		C		D	
CIRCLING	1860-1 468 (500-1)				1880-1½ 488 (500-½)		NA	
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS								
CIRCLING	1920-1 528 (600-1)				1940-1½ 548 (600-½)		NA	





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

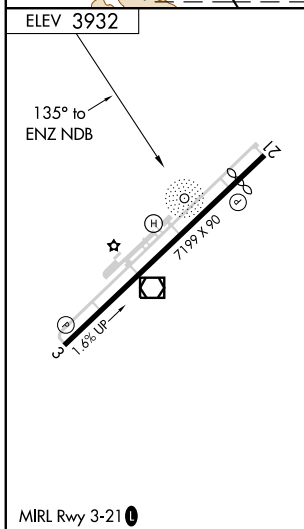
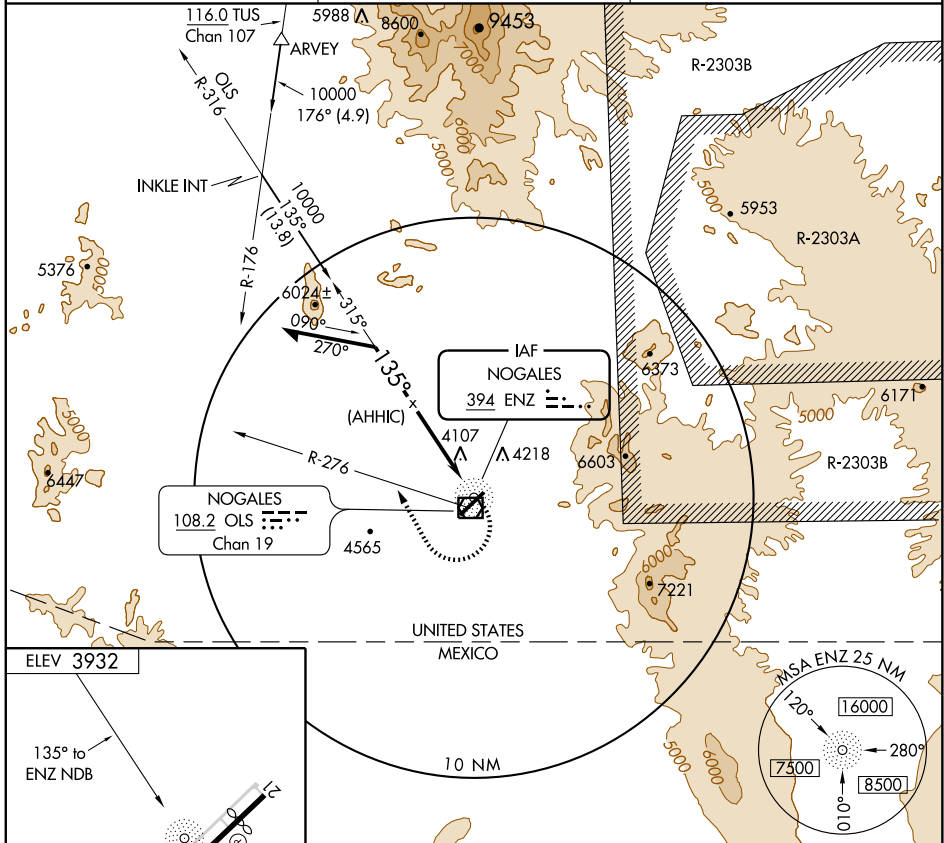
NDB ENZ <b>394</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>3932</b>
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# NDB or GPS-C

NOGALES INTL (OLS)

<p>▼</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 8300 via OLS VOR/DME R-276 then climbing right turn to 10000 direct OLS VOR/DME.</p>
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ASOS <b>121.125</b>	TUCSON APP CON <b>125.1 269.55</b>	UNICOM <b>122.8 (CTAF)</b>
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<p>Remain within 10 NM</p> <p>NDB</p> <p>315°</p> <p>7500 (AHHIC)</p> <p>135°</p> <p>4 NM</p>				<p>8300</p> <p>10000</p> <p>OLS</p> <p>R-276</p> <p>108.2</p>
CATEGORY	A	B	C	D
CIRCLING	6580-1¼ 2648 (2700-1¼)	6580-1½ 2648 (2700-1½)	6580-3	2648 (2700-3)

## NOGALES ONE DEPARTURE (OBSTACLE)

TUCSON  
116.0 TUS  
Chan 107  
N32°05.71'-W110°54.89'  
L-5, H-4

ASOS 121.125  
TUCSON DEP CON  
125.1 269.55  
UNICOM  
122.8 (CTAF)

## TAKE-OFF MINIMUMS

Rwy 3: 300-1¼ with minimum climb of 335' per NM to 7000 or 1300-3 for climb in visual conditions.

Rwy 21: Standard with minimum climb of 350' per NM to 7000 or 1300-3 for climb in visual conditions.

## TAKE-OFF OBSTACLE NOTES

Rwy 3: Trees and bushes beginning 123' from DER, 88' right of centerline, 98' AGL/4253' MSL. Trees and poles beginning 335' from DER, 13' left of centerline, up to 67' AGL/4087' MSL.

Rwy 21: Bush 117' from DER, 49' right of centerline, 5' AGL/3842' MSL. Bush 119' from DER, 201' left of centerline, up to 5' AGL/3844' MSL.

ARVEY  
N31°41.64'  
W110°58.85'

R-2303B

R-2303A

R-2303B

NOGALES  
108.2 OLS  
Chan 19

UNITED STATES  
MEXICO

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 3:** Climbing left turn heading 296° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogales Intl airport at or above 5100' then climb via OLS R-326 to ARVEY, Thence....

**TAKE-OFF RUNWAY 21:** Climbing right turn heading 356° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogales Intl airport above 5100' then climb via OLS R-326 to ARVEY, thence....

...via TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.



NOGALES, ARIZONA

AL-6151 (FAA)

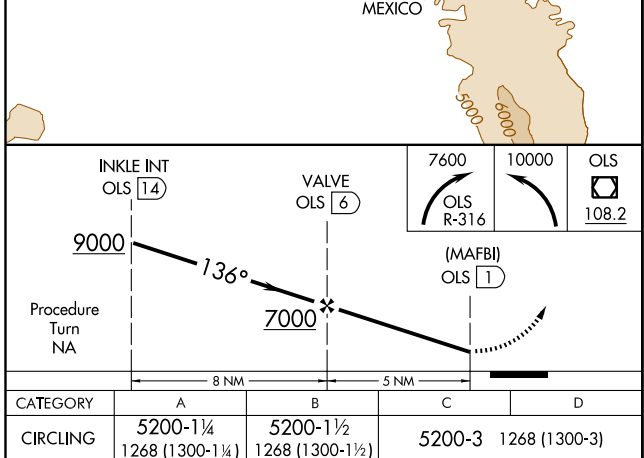
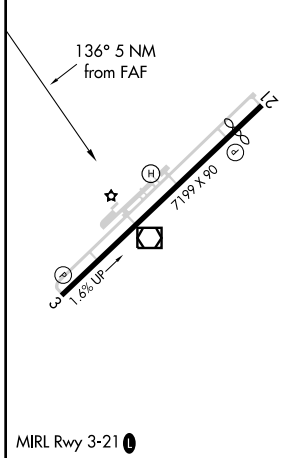
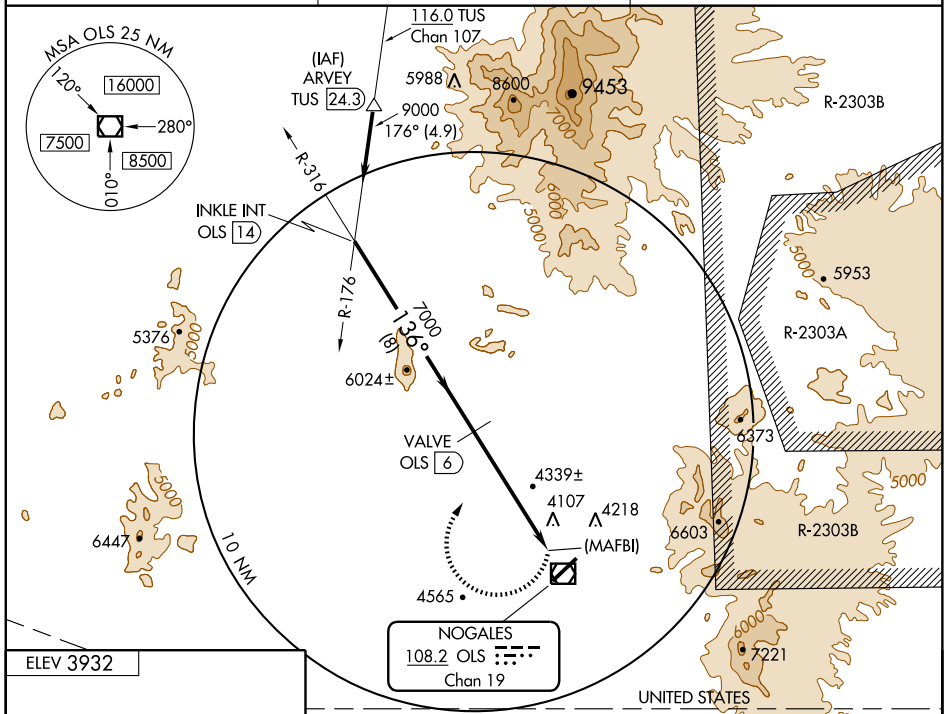
VOR/DME OLS <b>108.2</b> Chan <b>19</b>	APP CRS <b>136°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>3932</b>
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# VOR/DME or GPS-B

NOGALES INTL (OLS)

NA	MISSED APPROACH: Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.
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ASOS <b>121.125</b>	TUCSON APP CON <b>125.1 269.55</b>	UNICOM <b>122.8 (CTAF)</b>
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SW-4, 03 JUN 2010 to 01 JUL 2010

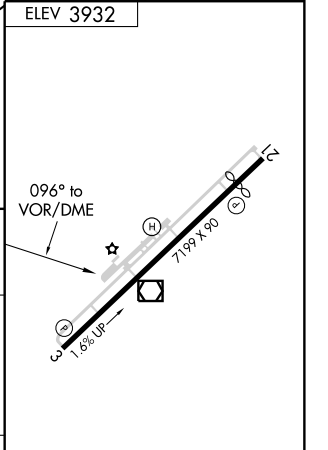
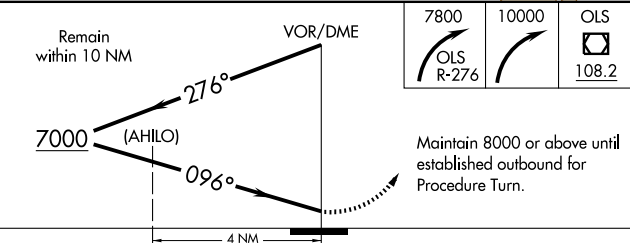
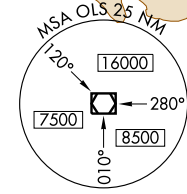
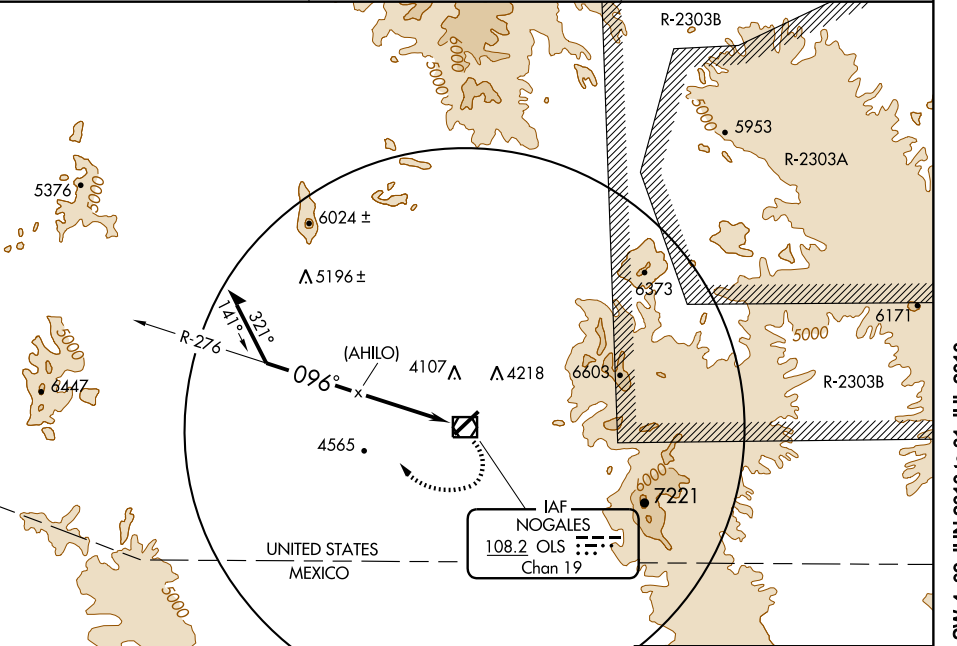
VOR/DME OLS <b>108.2</b> Chan <b>19</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>3932</b>
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▼

▲ NA

MISSED APPROACH: Climbing right turn to 7800 via OLS R-276 then dimbing right turn to 10000 direct OLS VOR/DME.

ASOS <b>121.125</b>	TUCSON APP CON <b>125.1 269.55</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	5500-1¼ 1568 (1600-1¼)	5500-1½ 1568 (1600-1½)	5500-3 1568 (1600-3)	

MIRL Rwy 3-21

SW-4. 03 JUN 2010 to 01 JUL 2010

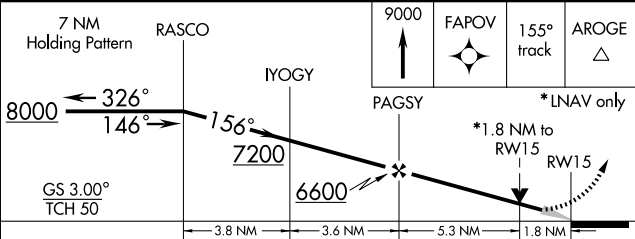
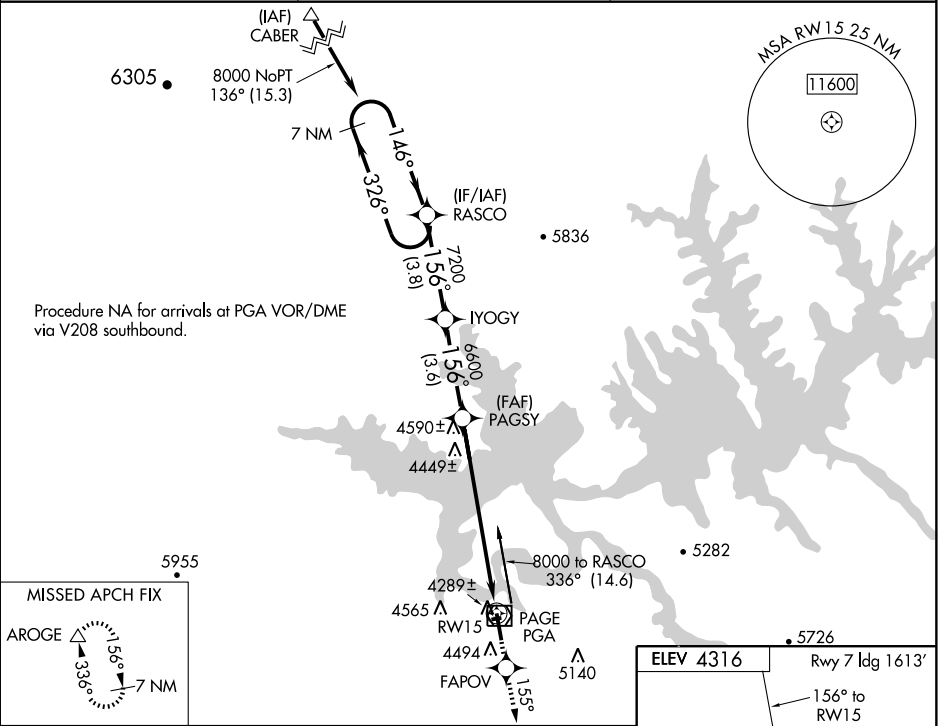
WAAS CH <b>45604</b> <b>W15A</b>	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev	<b>5950</b> <b>4264</b> <b>4316</b>
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RNAV (GPS) RWY 15  
PAGE MUNI (PGA)

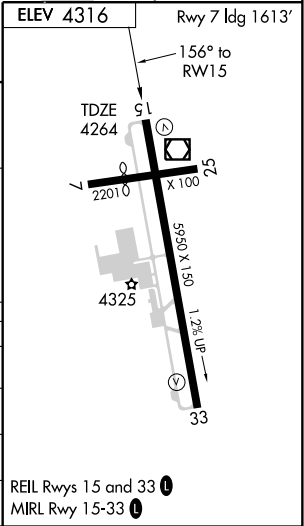
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105° F).  
DME/DME RNP -0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

ASOS <b>120.625</b>	DENVER CENTER <b>127.55 343.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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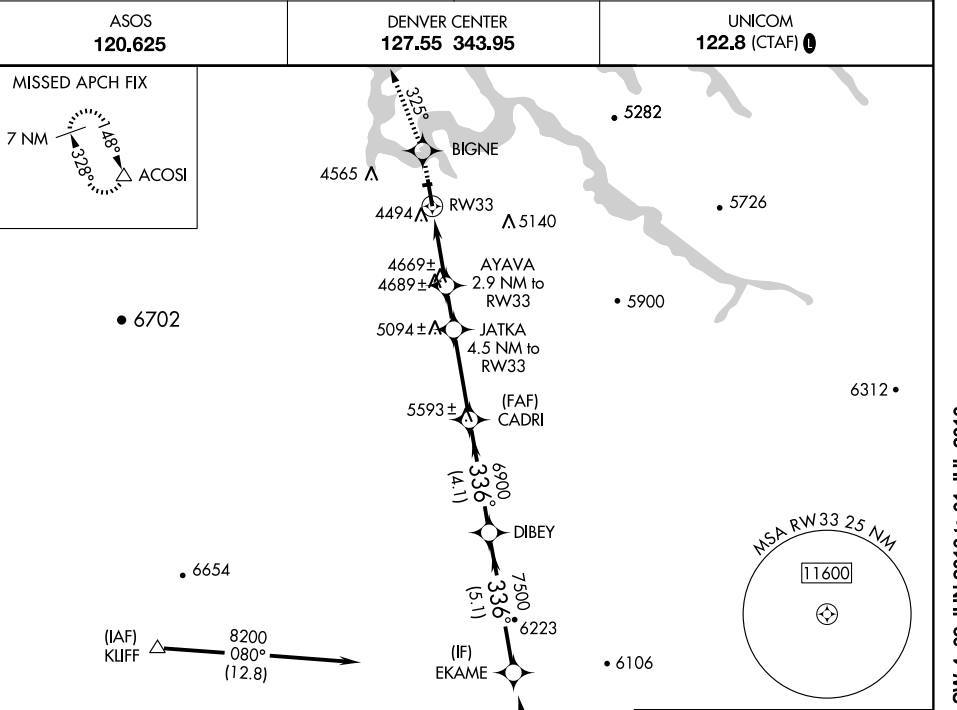
CATEGORY	A	B	C	D
LPV DA		4599-1¼	335 (300-1¼)	
LNAV/VNAV DA		4670-1½	406 (400-1½)	
LNAV MDA	4860-1	596 (600-1)	4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)
CIRCLING	4860-1	544 (600-1)	4860-1½ 544 (600-1½)	4920-2 604 (700-2)



WAAS CH <b>69204</b> <b>W33A</b>	APP CRS <b>336°</b>	Rwy Idg TDZE Apt Elev	<b>5950</b> <b>4316</b> <b>4316</b>
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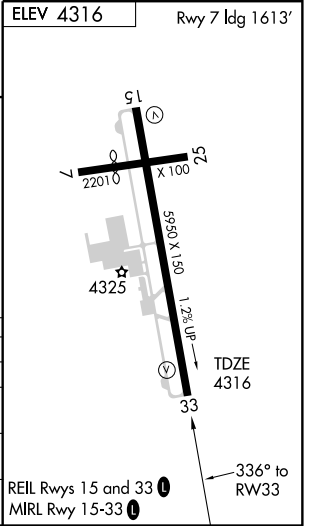
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).  
DME/DME RNP- 0.3 NA. Circling NA to Rwy 7-25.

MISSED APPROACH: Climb to 8500 direct BIGNE and via 325° track to ACOSI and hold, continue climb-in-hold to 8500.



Procedure NA for arrivals at CELAY via V208 southbound.

8500	BIGNE	325° track	ACOSI	VGSI and RNAV glidepath not coincident	DIBEY	EKAME
*LNAV only	AYAVA	JATKA				
	2.9 NM to RW33	4.5 NM to RW33				
	*1.8 NM to RW33					
	5280	5800	6900		7500	8200
1.8 NM	1.1 NM	1.6 NM	3.3 NM	4.1 NM	5.1 NM	
CATEGORY	A	B	C	D		
LPV DA	4566-1		250 (300-1)			
LNAV/VNAV DA	4744-1½		428 (500-1½)			
LNAV MDA	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	
CIRCLING	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	



SW-4. 03 JUN 2010 to 01 JUL 2010

VOR/DME PGA <b>117.6</b> Chan <b>123</b>	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>4310</b>
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VOR-B

PAGE MUNI (PGA)

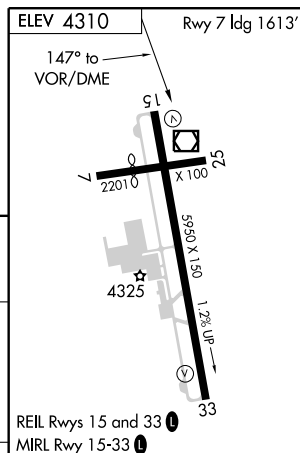
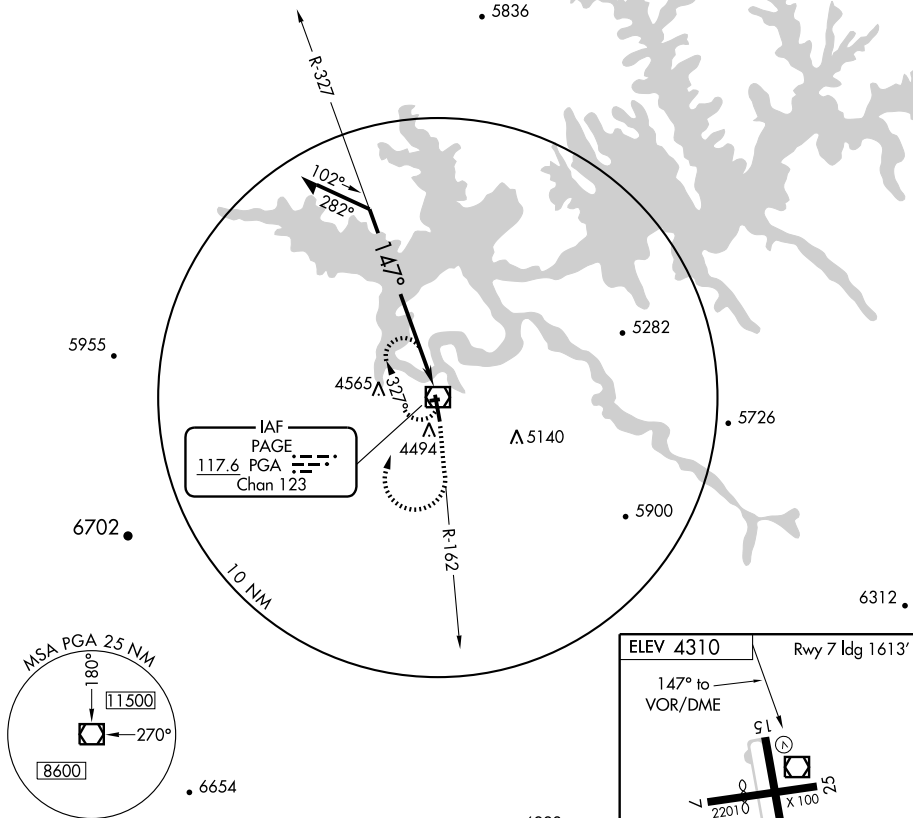
**T**  
**A** NA Circling not authorized to Rwy 7-25.

**MISSED APPROACH:** Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.

ASOS  
120.625

DENVER CENTER  
127.55 343.95

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

VOR/DME

6000  
↑  
PGA  
R-162

700

PGA  
  
117.6

6700


REIL Rwy 15 and 33 **L**  
MIRL Rwy 15-33 **L**


CATEGORY	A	B	C	D						
CIRCLING	5200-1¼	890 (900-1¼)	5200-2¾ 890 (900-2¾)	5200-3 890 (900-3)	Knots	60	90	120	150	180
					Min:Sec					

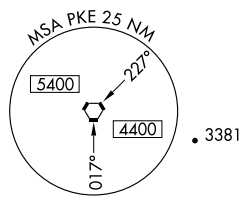
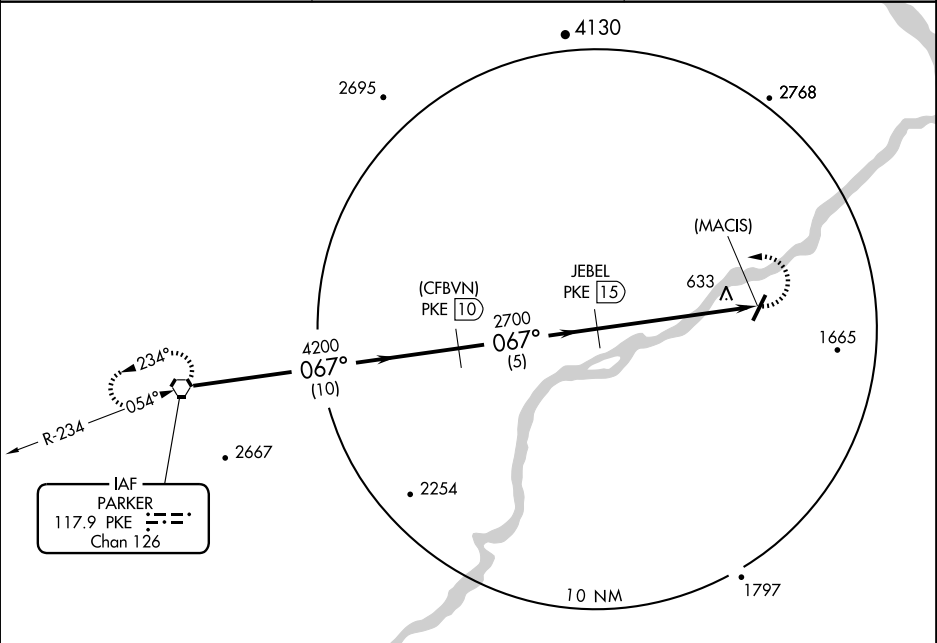
VORTAC PKE	APP CRS	Rwy Idg	N/A
117.9	067°	TDZE	N/A
Chan 126		Apt Elev	452

# VOR/DME or GPS-A

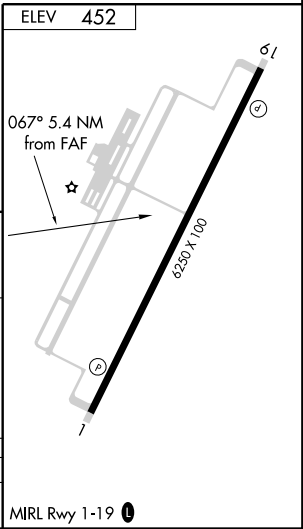
PARKER/ AVI SUQUILLA (P20)

 <b>NA</b>	Use Blythe, CA altimeter setting; when not received, procedure not authorized.	MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.
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AWOS-3 132.75	LOS ANGELES CENTER 128.15 285.6	UNICOM 122.725 (CTAF) 
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VORTAC				
5000				
Procedure Turn NA				
067°				
(CFBVN) PKE 10				
JEBEL PKE 15				
4200				
2700				
(MACIS) PKE 20.4				
10 NM 5 NM 5.4 NM				
CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1448 (1500-1¼)	1900-1½ 1448 (1500-1½)	1900-3 1448 (1500-3)	NA



APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>5157</b>
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# RNAV (GPS)-A PAYSON (PAN)



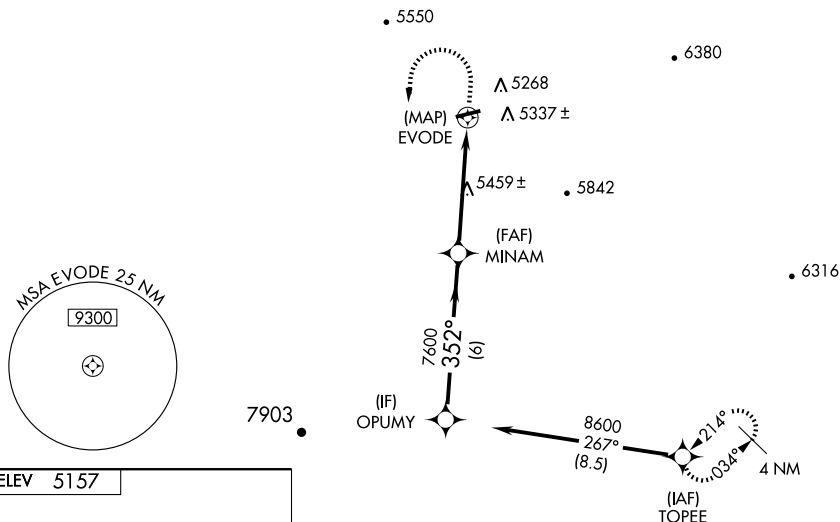
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

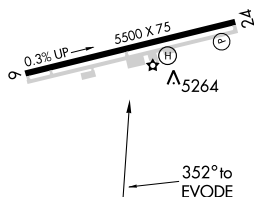
AWOS-3  
**119.325**

ALBUQUERQUE CENTER  
**132.9 239.05**

UNICOM  
**122.8 (CTAF) 1**



ELEV 5157



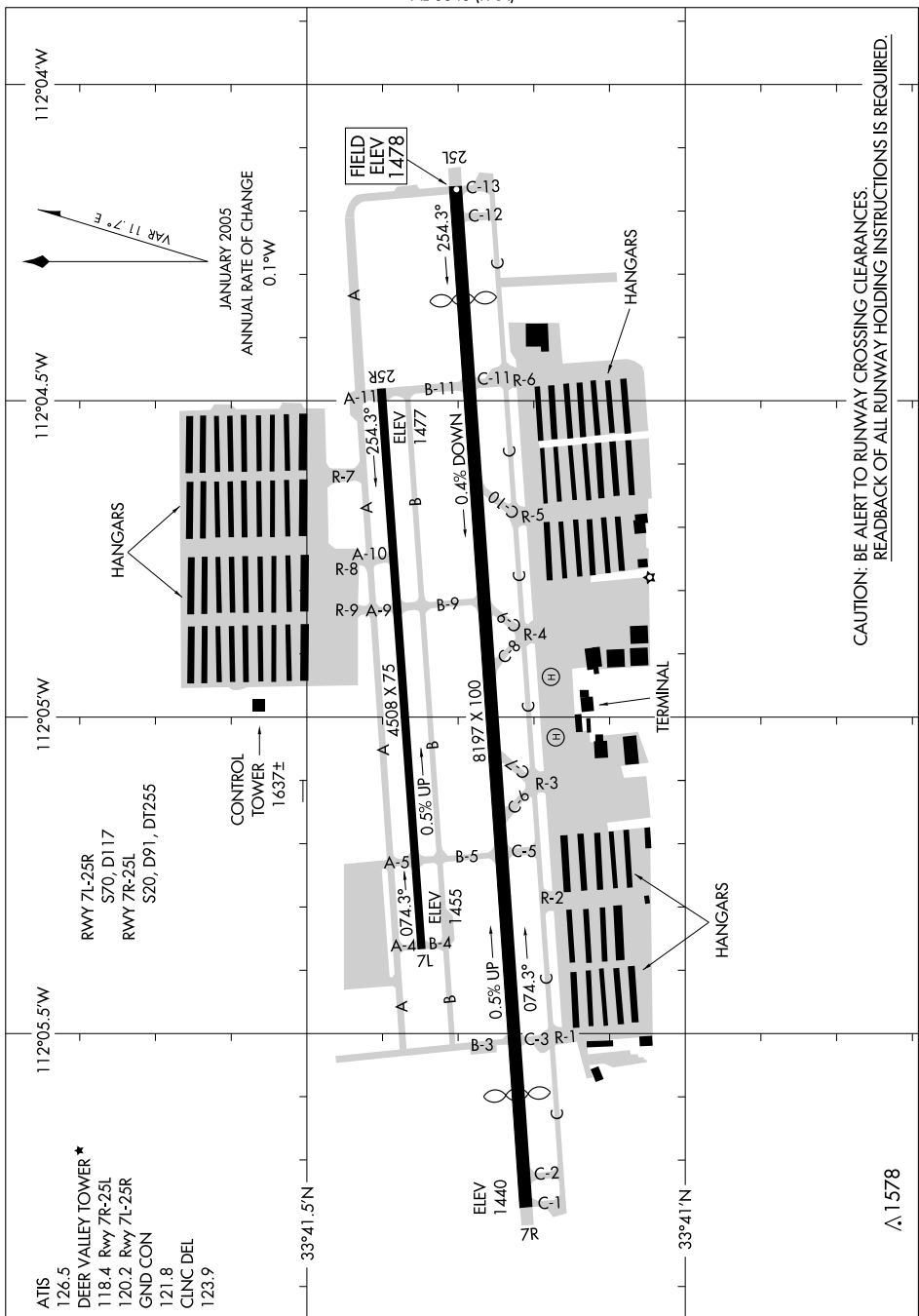
MIRL Rwy 6-24 1

	OPUMY	6700	9000	OPUMY	087° track	TOPEE
	8600	352°	MINAM	7600	EVODE	
	6 NM	4.9 NM				
CATEGORY	A	B	C	D		
CIRCLING	5720-1	563 (600-1)	5760-1 ¾ 603 (700-1¾)	5760-2 603 (700-2)		

# AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA



SW-4. 03 JUN 2010 to 01 JUL 2010

△ 1578



## ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

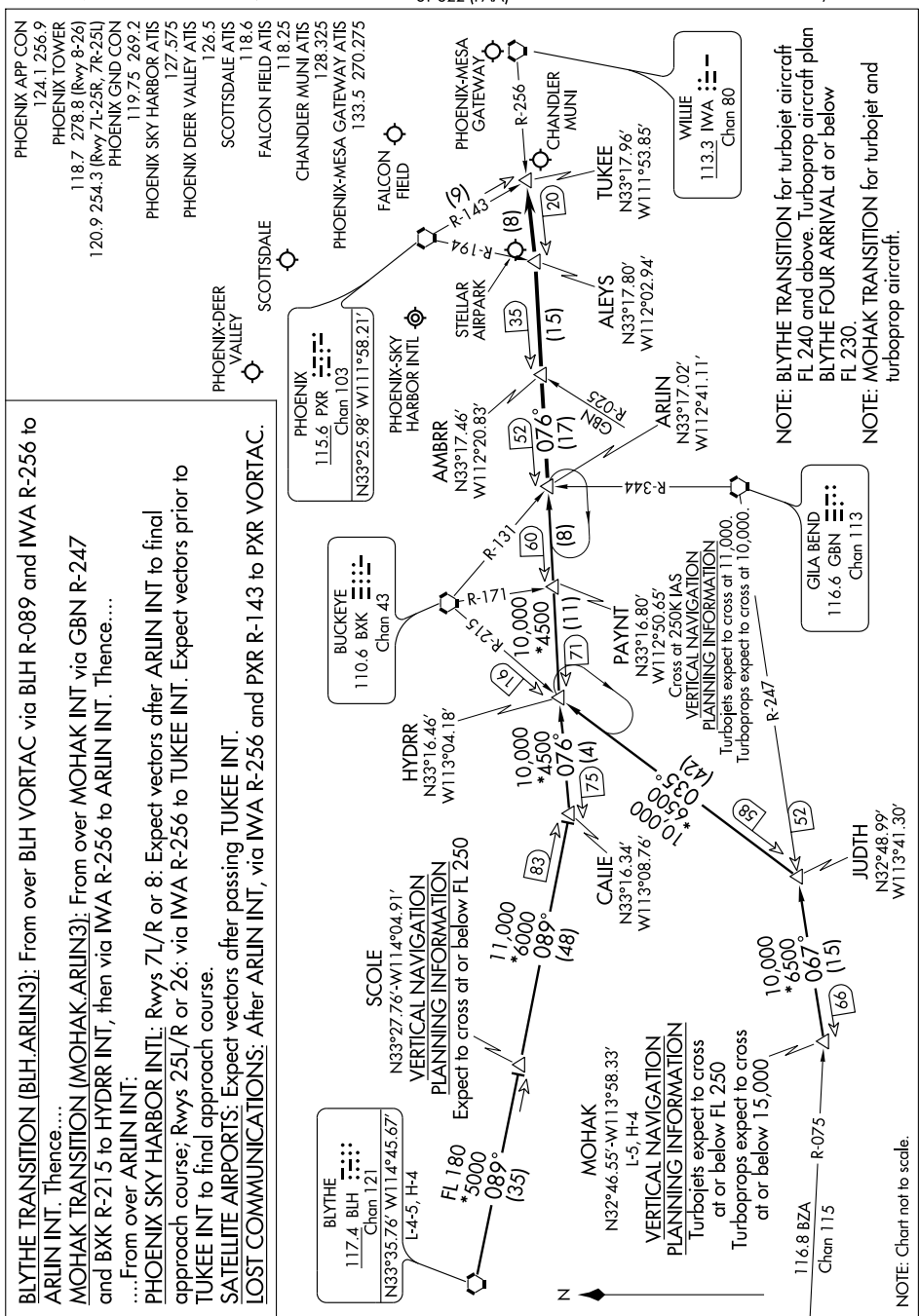
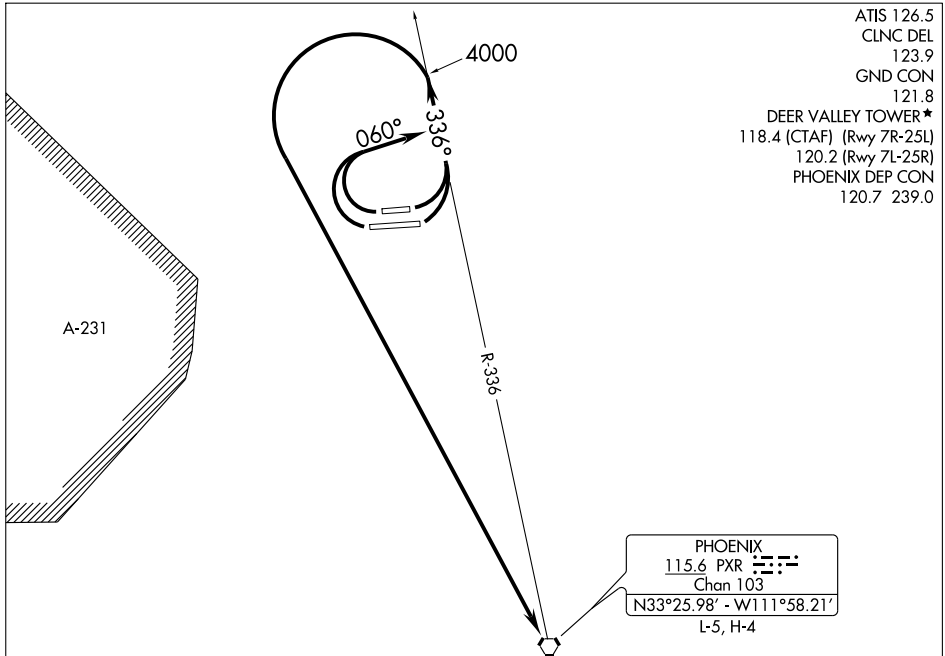


Diagram illustrating a radio link between two stations:

- Left Station:** L-4-5, H-4. Height: 10,000. Antenna height: 5800.
- Right Station:** BARD 116.8 BZA, Chan 115.
- Link:** R-025.
- Angle:** 082° (44).
- Coordinates:** 43.3°35.7' W, 114°45.6' N.

## DEERVALLEY ONE DEPARTURE (OBSTACLE)

**TAKE-OFF MINIMUMS**

Rwy 7L: Standard with minimum climb of 565' per NM to 2800, or 1000-3 with minimum climb of 370' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 7R: 500-1¼ with minimum climb of 488' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25R: Standard with minimum climb of 487' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25L: Standard with minimum climb of 451' per NM to 2800, or 1500-3 for climb in visual conditions.

**TAKE-OFF OBSTACLE NOTES**

RWY 7L: Multiple poles and vegetation beginning 912' from DER, 125' left of centerline, up to 30' AGL/2423' MSL.

Cactus 3824' from DER, 96' right of centerline, 16' AGL/1596' MSL.

Windsock 340' from DER, 354' right of centerline, 9' AGL/1488' MSL.

RWY 7R: Multiple antennas and vegetation beginning 546' from DER, 267' left of centerline, up to 52' AGL/1952' MSL.

Multiple antennas and vegetation beginning 978' from DER, 431' right of centerline, up to 40' AGL/1609' MSL.

RWY 25R: Multiple antennas beginning 1.4 NM from DER, 1847' right of centerline, up to 96' AGL/1806' MSL.

RWY 25L: Pole 1127' from DER, 498' right of centerline, 36' AGL/1475' MSL.

Pole 1184' from DER, 495' left of centerline, 32' AGL/1471' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

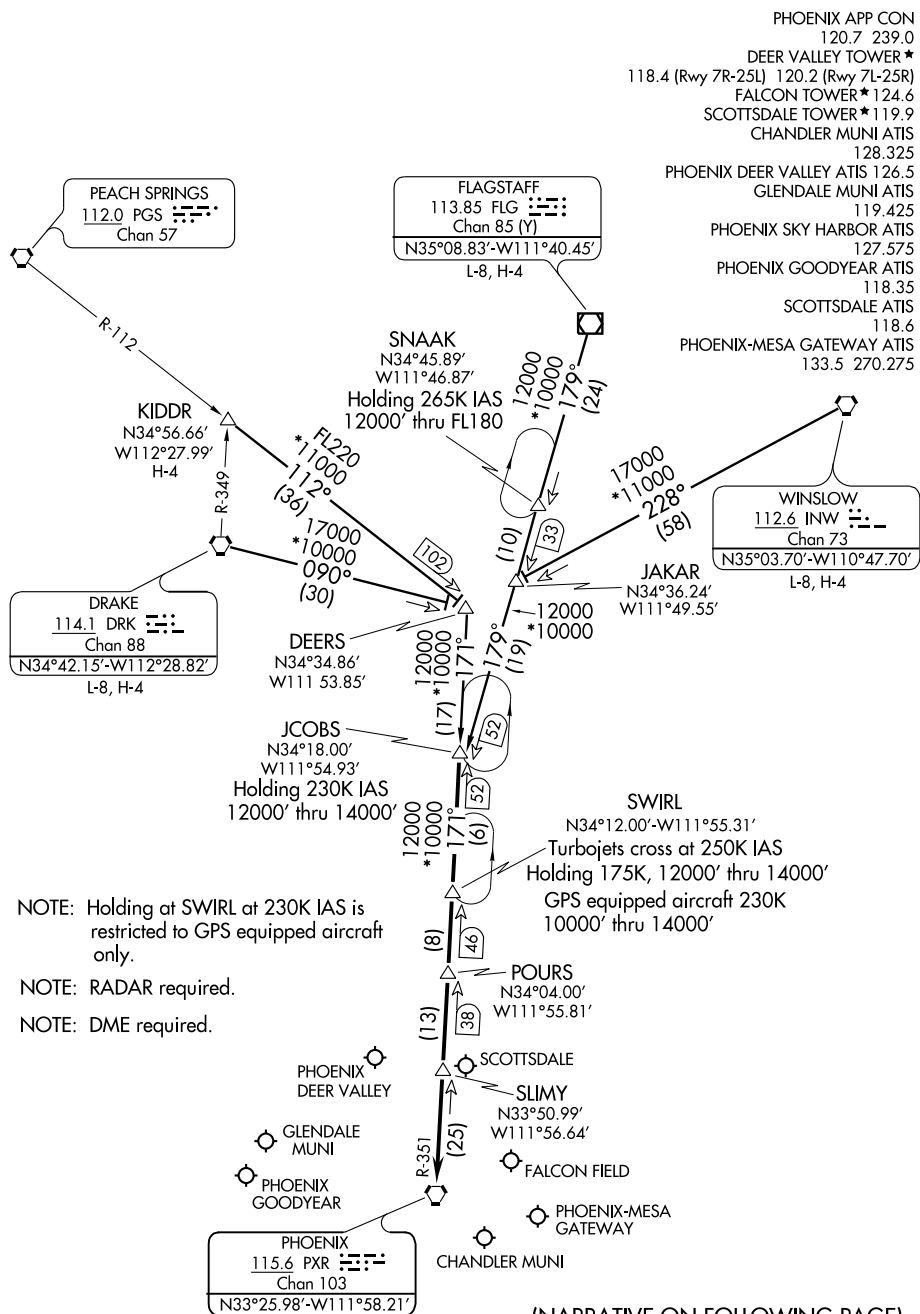
**TAKE-OFF RUNWAYS 7L/R:** Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

**TAKE-OFF RUNWAYS 25L/R:** Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

....climbing left turn direct PXR VORTAC.

## JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.



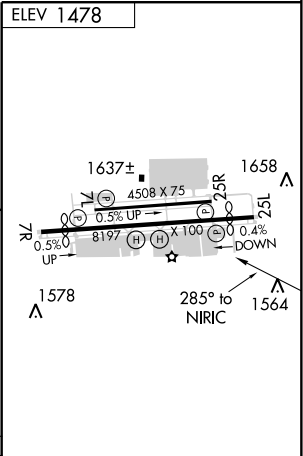
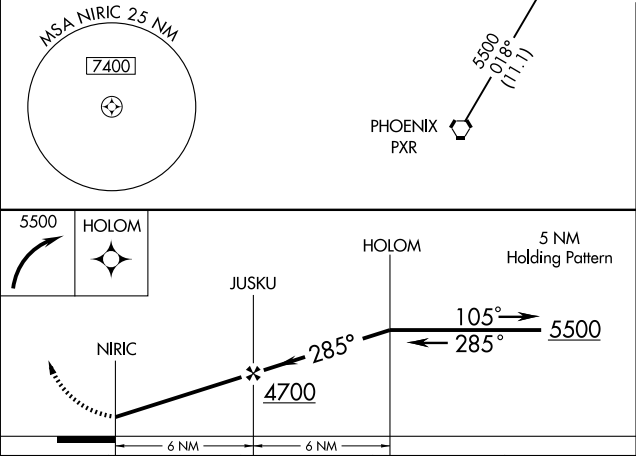
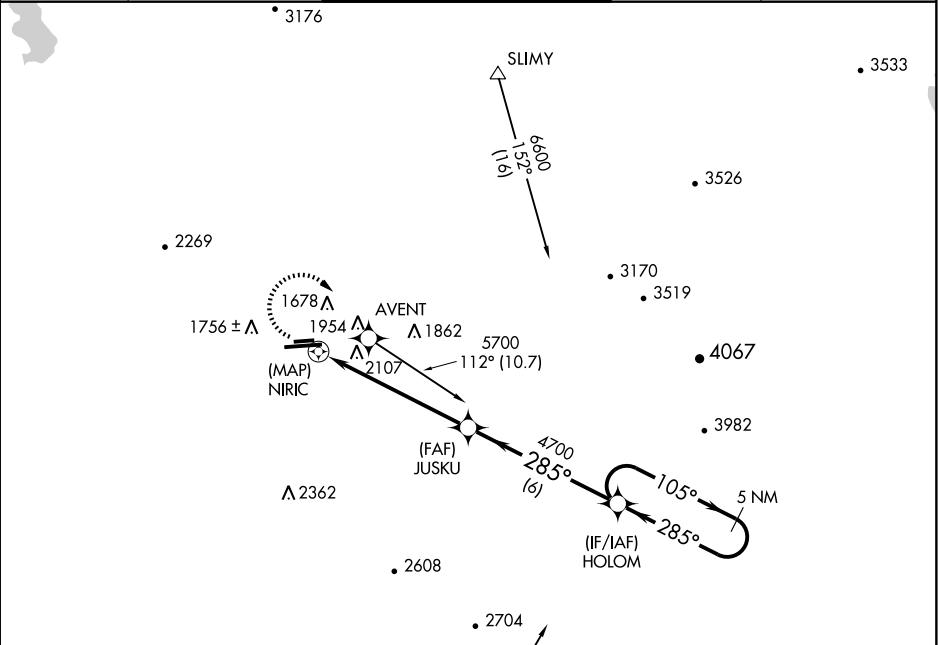
APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-C  
PHOENIX DEER VALLEY (DVT)

**⚠** DME/DME RNP-0.3 NA.  
**⚠** Circling not authorized north of Rwy 7R-25L at night.  
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climbing right turn to 5500 direct  
HOLOM and hold, continue climb-in-hold to 5500.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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CATEGORY	A	B	C	D
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2480-3 1002 (1100-3)

MIRL Rwy 7L-25R and 7R-25L  
REIL Rwy 7L, 7R, 25L, and 25R

WAAS CH <b>72917</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>7299</b> <b>1460</b> <b>1478</b>
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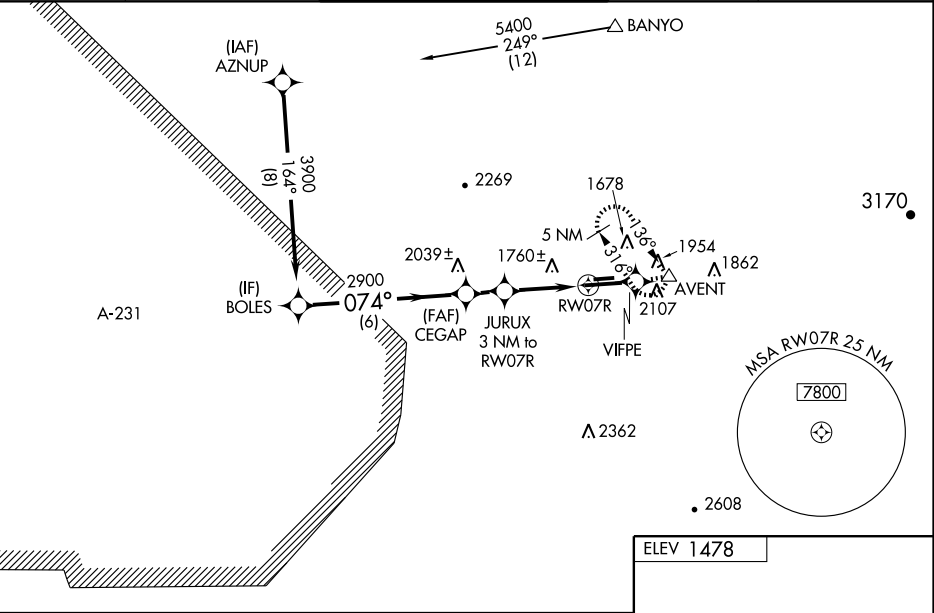
RNAV (GPS) RWY 7R

PHOENIX DEER VALLEY (DVT)

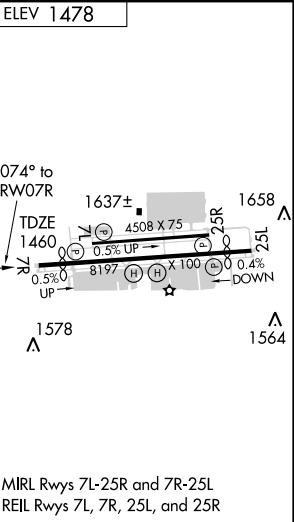
**⚠** When VGSI inoperative, circling Rwy 25R NA at night.  
**⚠** Circling NA north of Rwy 7R-25L at night.  
Baro-VNAV NA when using Scottsdale altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Scottsdale altimeter setting and increase all DA 27 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats B and C visibility ¼ mile.  
VDP NA with Scottsdale altimeter setting.

**MISSED APPROACH:** Climb to 5000 direct VIFPE and track 069° to AVENT and hold, continue climb-in-hold to 5000. When directed by ATC, continue climb-in-hold to 7000.

ATIS <b>126.5</b>	PHOENIX APP CON <b>120.7 239.0</b>	DEER VALLEY TOWER ★ <b>118.4 (CTAF) 120.2</b> (Rwy 7R-25L) (Rwy 7L-25R)	GND CON <b>121.8</b>	CLNC DEL <b>123.9</b>
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Procedure Turn NA				
BOLES				
CEGAP				
JURUX 3 NM to RWY 7R				
RWY 7R				
*1.8 NM to RWY 7R				
*2440				
*LNAV only				
5000 VIFPE tr 069° AVENT				
6 NM 1.4 NM 1.2 NM 1.8 NM				
CATEGORY	A	B	C	D
LPV DA	1779-1¼		319 (400-1¼)	
LNAV/VNAV DA	2106-2¼		646 (700-2¼)	
LNAV MDA	2060-1 600 (600-1)		2060-1½ 600 (600-1½)	2060-1¾ 600 (600-1¾)
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2460-3 982 (1000-3)



MRL Rwy 7L-25R and 7R-25L  
REIL Rwy 7L, 7R, 25L, and 25R

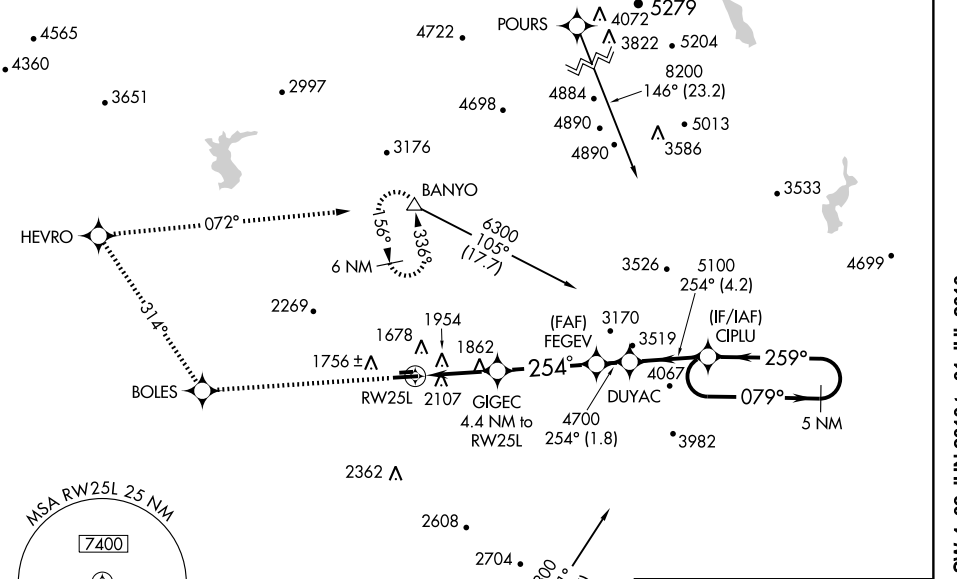
SW-4. 03 JUN 2010 to 01 JUL 2010



**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** Circling not authorized north of Rwy 7R-25L at night.  
When VGSI inoperative, circling to Rwy 25R not authorized at night.  
If local altimeter setting not received, use Phoenix Sky Harbor  
Intl altimeter setting and increase all DAs/MDAs 100 feet.  
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

**MISSED APPROACH:** Climb to 6000 direct BOLES,  
and via 314° track to HEVRO, and right turn via  
072° track to BANYO and hold.

ATIS <b>126.5</b>	PHOENIX APP CON <b>120.7 239.0</b>	DEER VALLEY TOWER* <b>118.4</b> (CTAF) <b>120.2</b> (Rwy 7R-25L) (Rwy 7L-25R)	GND CON <b>121.8</b>	CLNC DEL <b>123.9</b>
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6000

BOLES

314° track

HEVRO

072° track

BANYO

\* LNAV only

GIGEC  
4.4 NM to  
RW25L

FEGEV

DUYAC

CIPLU

5600

5 NM  
Holding Pattern

\* 2.7 NM to  
RW25L

\* 2.7 NM to  
RW25L

2940

4700

GS 3.00°  
TCH 40

2.7

1.7

5.3 NM

1.8 NM

4.2 NM

CATEGORY	A	B	C	D
LPV DA	1850-1¼ 375 (400-1¼)			
LNAV MDA	2360-1¼ 885 (900-1¼)	2360-2¾ 885 (900-2¾)	2360-3 885 (900-3)	
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2420-3 942 (1000-3)

ELEV 1478

254° to  
RW25L

1637±

4508 X 75

0.5% UP

8197

0.4% DOWN

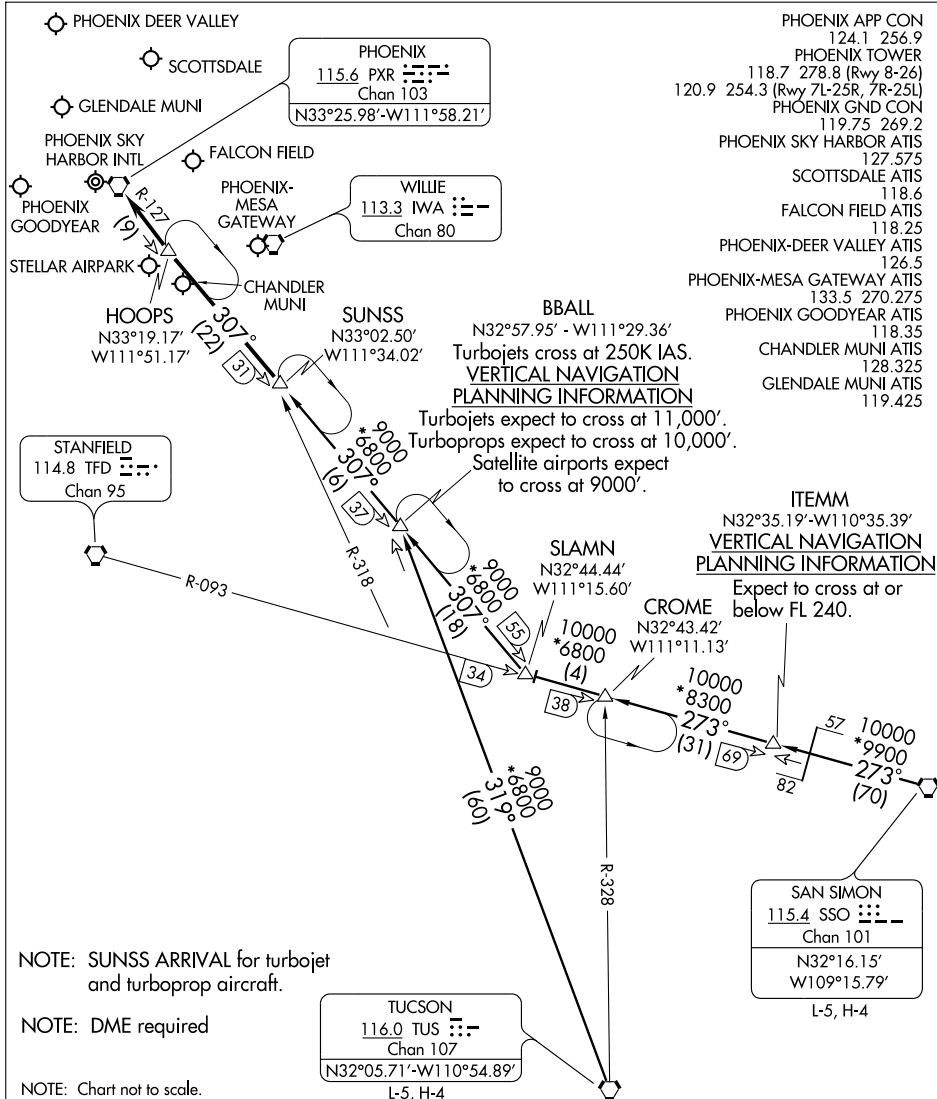
TDZE  
1475

1564

1578

MIRL Rwy 7L-25R and 7R-25L  
REIL Rwy 7L, 7R, 25L, and 25R

SW-4. 03 JUN 2010 to 01 JUL 2010



**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

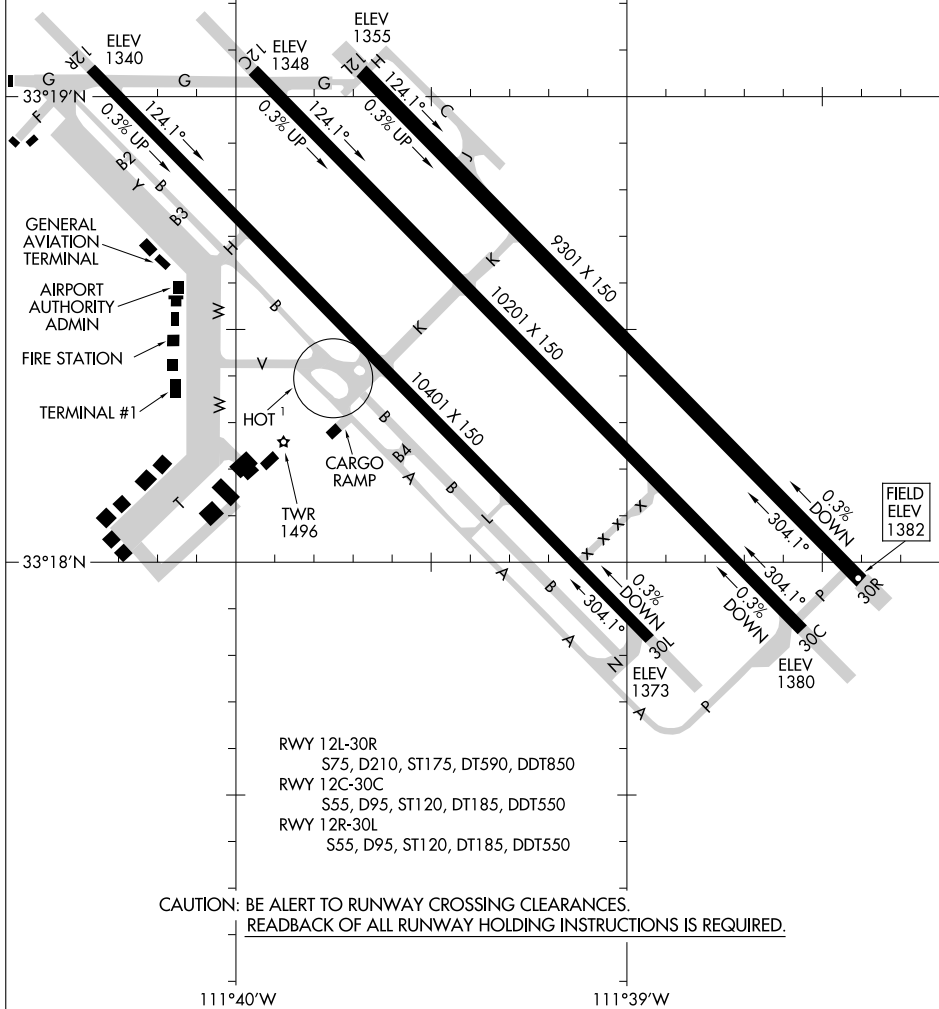
# AIRPORT DIAGRAM

AL-74 (FAA)

PHOENIX-MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

ATIS  
133.5 270.275  
GATEWAY TOWER ★  
120.6 (CTAF) 289.4 WEST  
124.75 379.225 EAST  
GND CON  
128.25 275.8  
CLNC DEL  
135.05

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

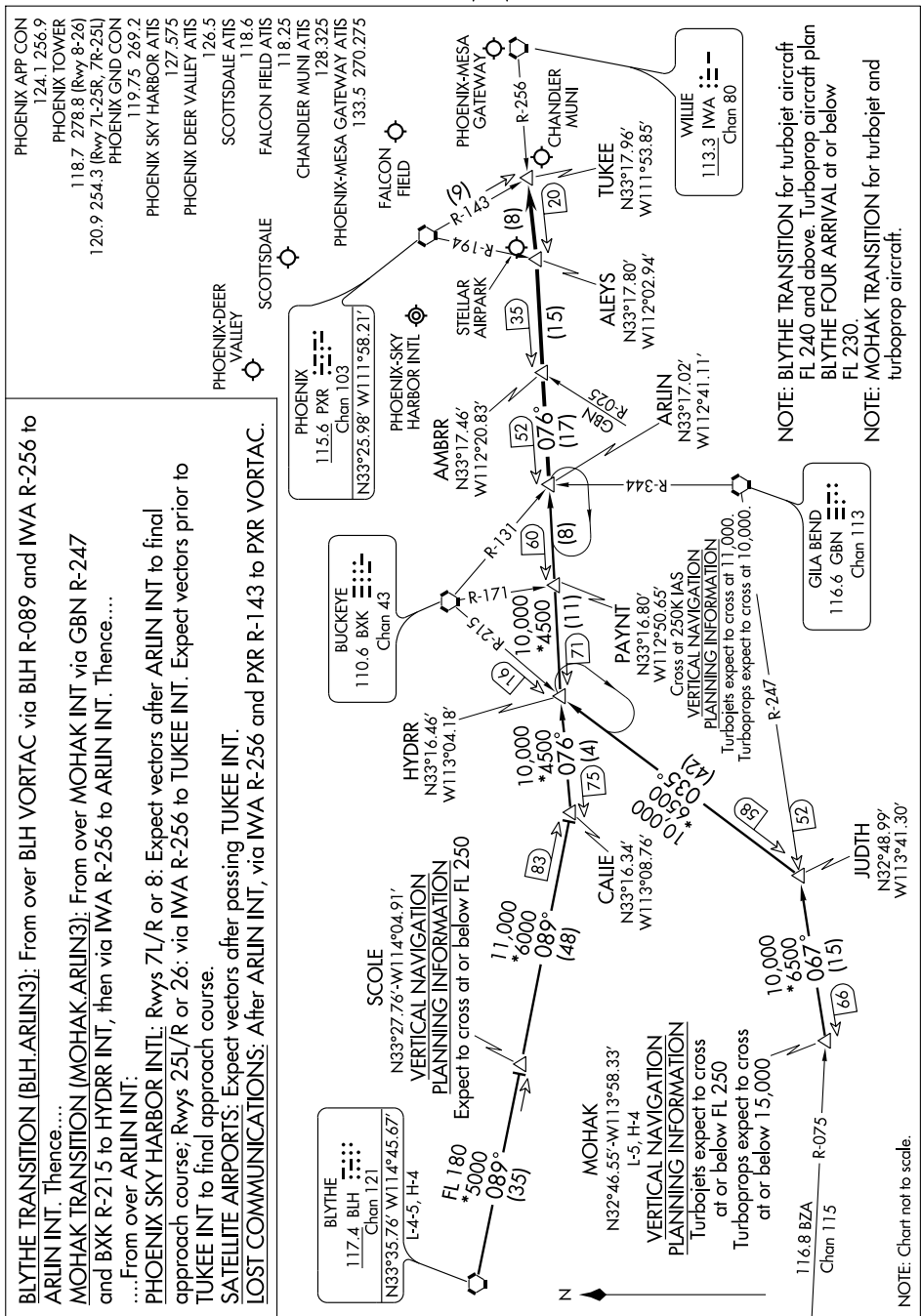


SW-4, 03 JUN 2010 to 01 JUL 2010

## ARLIN THREE ARRIVAL

ST-322 (FAA)

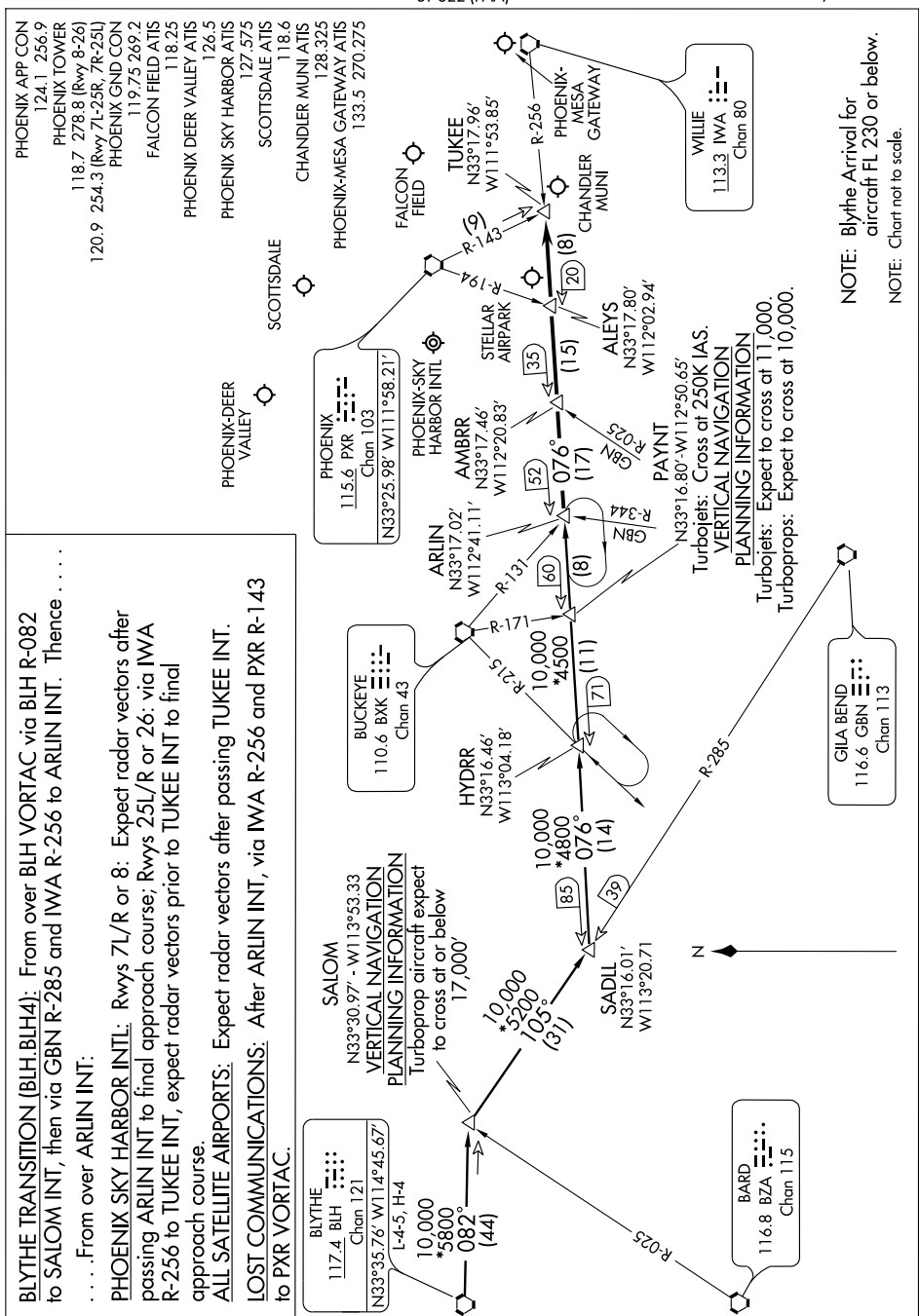
PHOENIX, ARIZONA



# BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

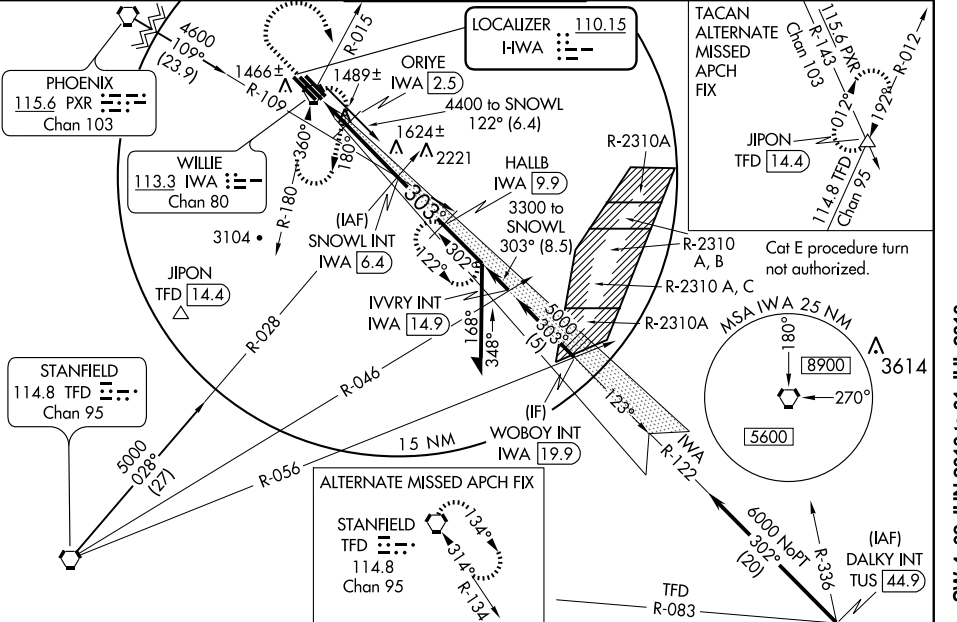


LOC I-IWA	APP CRS	Rwy Idg	10201
110.15	303°	TDZE	1380
		Apt Elev	1382

**⚠** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats visibility ¼ mile, circling Cats A/B/C visibility ½ mile, Cat E ½ mile.

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05



2800 5000 IWA R-015 IWA 113.3

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 41

ORIE IWA 2.5

SNOWL INT IWA 6.4

3300 3700

123° 303°

1940\*#

# LOC only

1.9 NM 3.9 NM

\* 2020 when using Phoenix Sky Harbor Intl altimeter setting.

Remain within 10 NM

CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1 560 (600-1)		1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1 558 (600-1)		1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
ORIYE FIX MINIMUMS					
S-LOC 30C	1800-1 420 (500-1)		1800-1¼ 420 (500-1¼)		1800-1½ 420 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

TUCSON 116.0 TUS 107

ELEV 1382

MIRL Rwy 12R-30L

HIRL Rwy 12L-30R and 12C-30C

REIL Rwy 12L and 30R

303° 5.8 NM from FAF

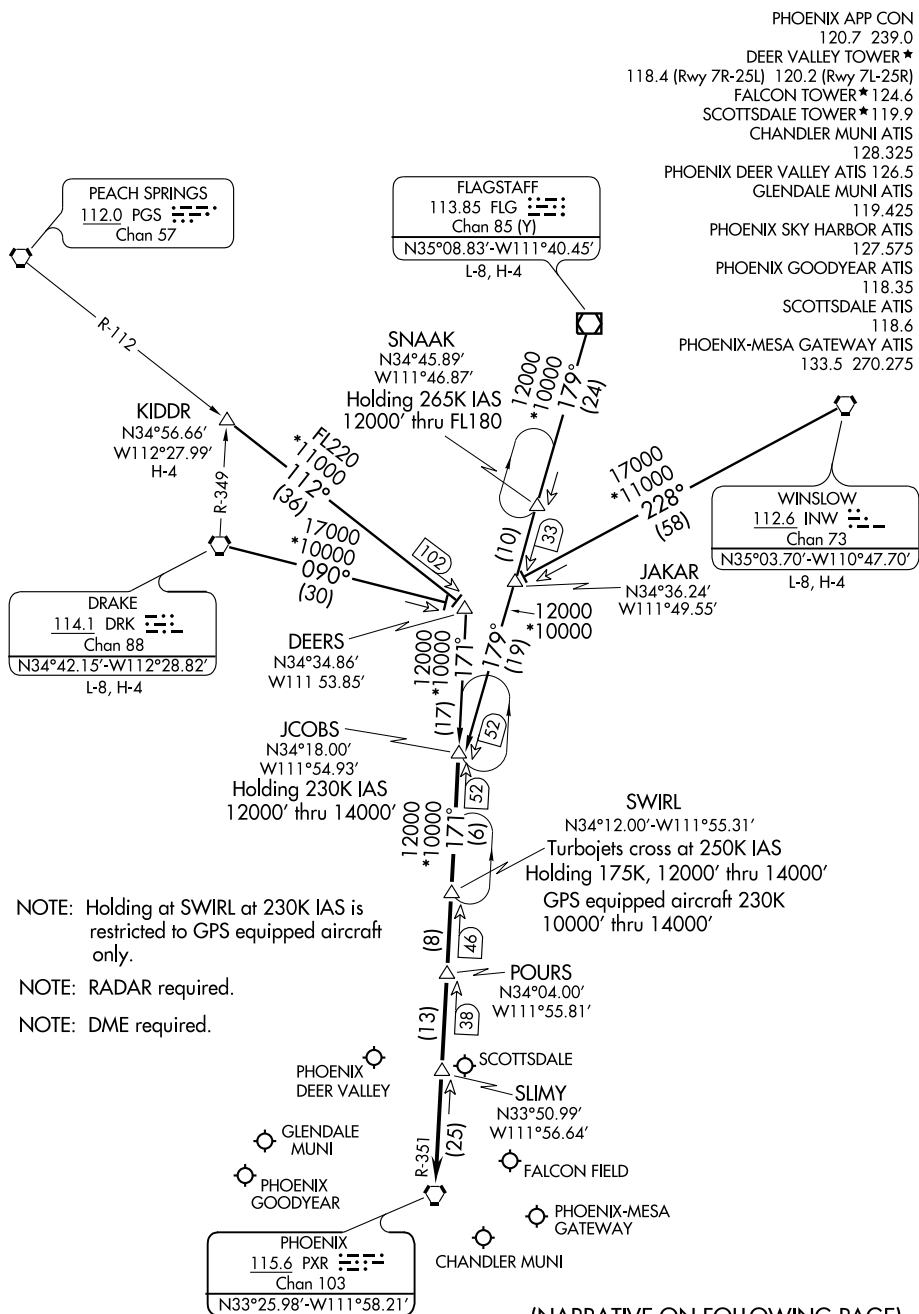
FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SW-4. 03 JUN 2010 to 01 JUL 2010

## JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....


... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

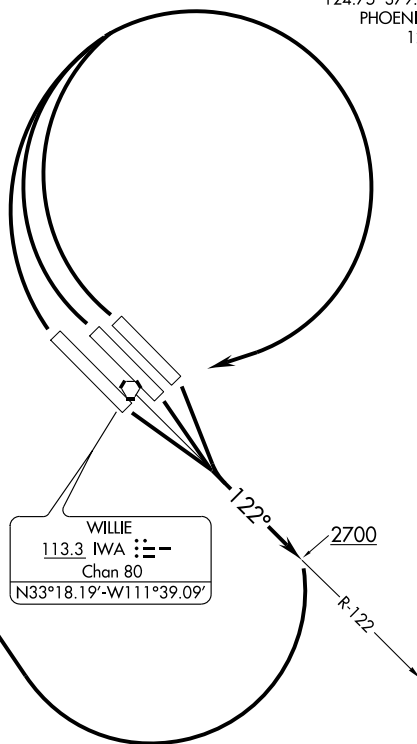


## PHOENIX ONE DEPARTURE (OBSTACLE)

PHOENIX, ARIZONA

PHOENIX  
115.6 PXR   
Chan 103  
N33°25.98'-W111°58.21'  
L-5, H-4

ATIS  
133.5 270.275  
CLNC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER ★  
120.6 (CTAF) 289.4 (WEST)  
124.75 379.225 (EAST)  
PHOENIX DEP CON  
124.9 353.8



SW-4, 03 JUN 2010 to 01 JUL 2010

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwys 12L, 12C, 12R, 30L, 30C, 30R: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 30L/C/R: Trees beginning 351' from DER, 351' left of centerline, up to 20' AGL/1359' MSL.  
Trees beginning 689' from DER, 398' right of centerline, up to 20' AGL/1359' MSL.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12L/C/R: Climb to 2700 via IWA VORTAC R-122 then right turn direct PXR VORTAC.

TAKE-OFF RUNWAYS 30L/C/R: Climbing right turn to 4000 direct IWA VORTAC and IWA VORTAC R-122 then right turn direct PXR VORTAC.

AL-74 (FAA)

WAAS CH <b>58200</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg <b>10201</b> TDZE <b>1358</b> Apt Elev <b>1382</b>
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RNAV (GPS) RWY 12C  
PHOENIX-MESA GATEWAY (IWA)

**T** DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems LNAV/VNAV NA  
below -17°C (2°F) or above 46°C (115°F).

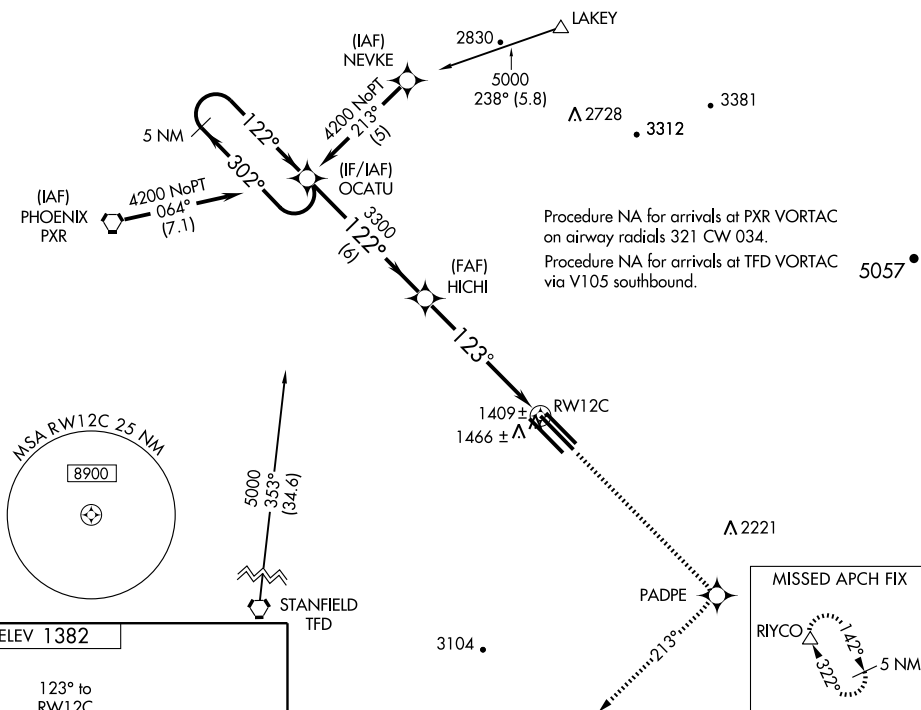
**MISSED APPROACH:** Climb to 5000 direct PADPE and via 213° track to RIYCO and hold.

ATIS  
133.5 270.275

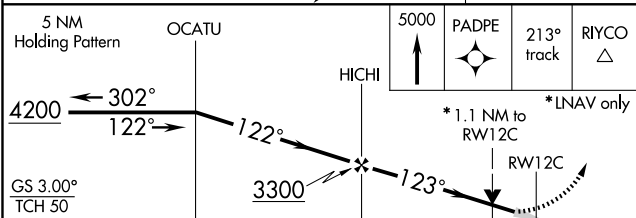
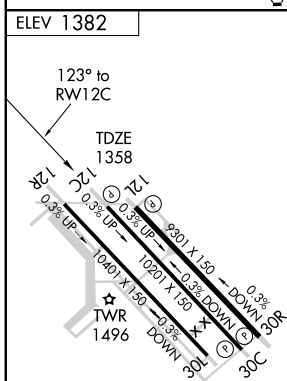
PHOENIX APP CON  
124.9 353.8

GATEWAY TOWER ★  
**120.6** (CTAF) **289.4** (WEST)  
**124.75** **379.225** (EAST)

GND CON  
128.25 275.8

CLNC DEL  
**135.05**

SW-4. 03 JUN 2010 to 01 JUL 2010



CATEGORY	A	B	C	D	E
LPV DA	1608-1 250 (300-1)				
LNAV/ VNAV DA	1685-1¼ 327 (400-1¼)				
LNAV MDA	1740-1 382 (400-1)			1740-1¼ 382 (400-1¼)	
CIRCLING	1800-1¼ 418 (500-1¼)	1840-1¼ 458 (500-1¼)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	

MIRL Rwy 12R-30L  
HIRL Rwys 12L-30R and 12C-30C  
REIL Rwys 12L and 30R

AL-74 (FAA)

# RNAV (GPS) RWY 12R

## PHOENIX-MESA GATEWAY (IWA)

APP CRS	Rwy Idg	<b>10401</b>
<b>123°</b>	TDZE	<b>1373</b>
	Apt Elev	<b>1382</b>

**T** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

**A NA** VDP NA with Phoenix Sky Harbor Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 4200 direct GEJRI WP and hold.

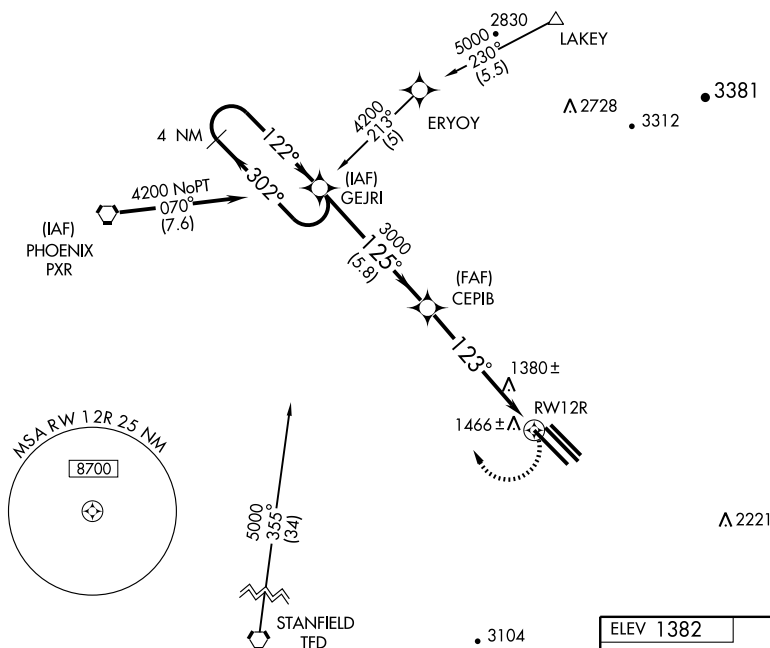
ATIS  
133.5 270.275

PHOENIX APP CON  
124.9 353.8

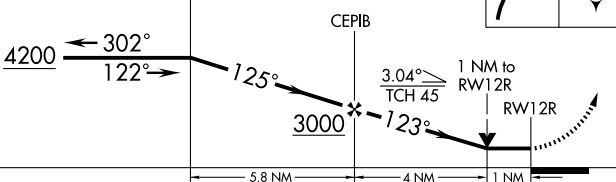
GATEWAY TOWER ★  
**120.6** (CTAF) **289.4** (WEST)  
**124.75** **379.225** (EAST)

GND CON  
128.25 275.8

CLNC DEL  
**135,05**

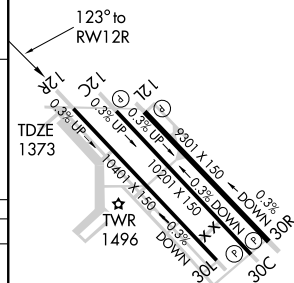


4 NM  
Holding Pattern



CATEGORY	A		B	C	D	E
RNAV MDA	1720-1 347 (400-1)				1720-1½ 347 (400-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)		1940-2 558 (600-2)	
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS						
RNAV MDA	1800-1 427 (500-1)		1800-1½ 427 (500-1½)		1800-1½ 427 (500-1½)	
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)		1940-2 558 (600-2)	2000-2½ 618 (700-2½)

ELEV 1382



MIRL Rwy 12R-30L  
HIRL Rwys 12L-30R and 12C-30C  
REIL Rwys 12L and 30R

SW-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH <b>62911</b> <b>W30A</b>	APP CRS <b>303°</b>	Rwy Idg <b>10201</b> TDZE <b>1380</b> Apt Elev <b>1382</b>
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## RNAV (GPS) RWY 30C

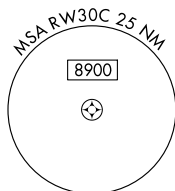
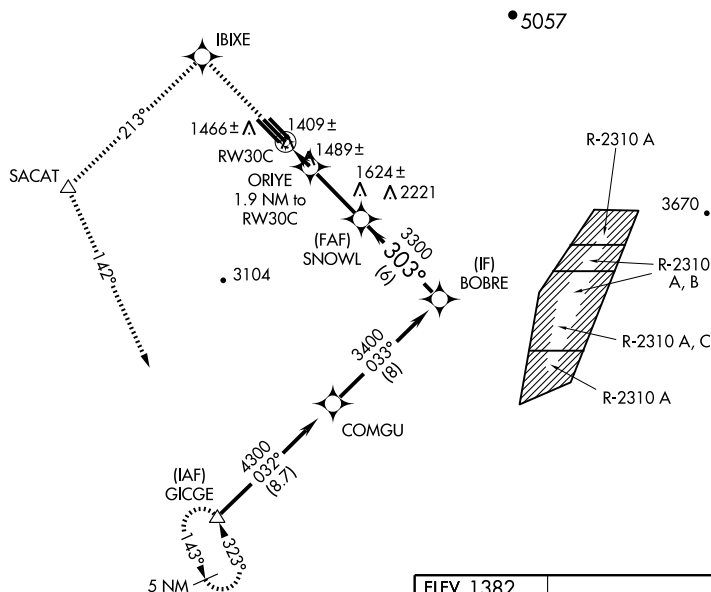
PHOENIX-MESA GATEWAY (IWA)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

**A** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet and increase LPV, LNAV/VNAV, LNAV all Cats visibility ¼ mile, increase circling Cat A/B/C visibility ¼ mile, Cat E ½ mile. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting.

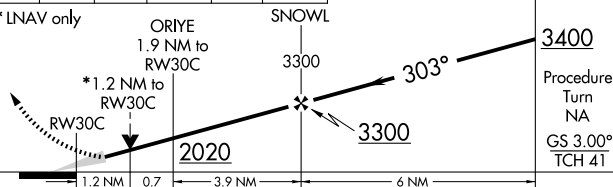
**MISSED APPROACH:** Climb to 5000  
direct IBXE and via 213° track to SACAT  
and 142° track to GICGE and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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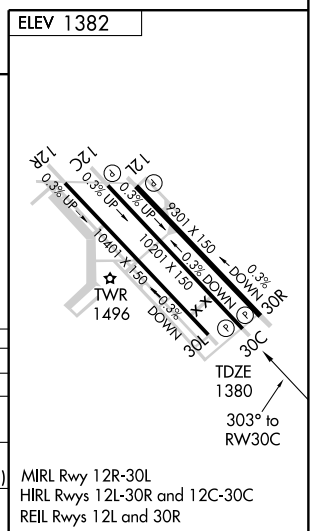


5000 ↑	IBIXE 	213° track	SACAT △	142° track	GICGE △	VGSI and RNAV glidepath not coincident.	BOBRE
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\* LNAV only



CATEGORY		A		B		C		D		E	
LPV	DA	1630-1 250 (300-1)									
LNAV/ VNAV	DA	1680-1 300 (300-1)									
LNAV MDA		1800-1 420 (500-1)				1800-1½ 420 (500-1½)				1800-1½ 420 (500-1½)	
CIRCLING		1800-1 418 (500-1)		1840-1 458 (500-1)		1840-1½ 458 (500-1½)		1940-2 558 (600-2)		1980-2 598 (600-2)	



# RNAV (GPS) RWY 30L

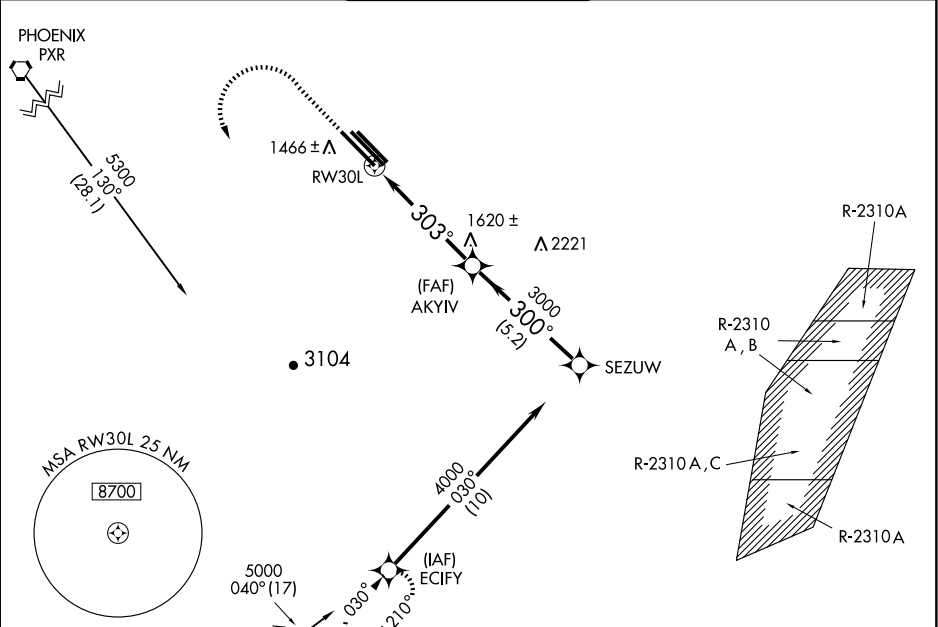
PHOENIX-MESA GATEWAY (IWA)

APP CRS	Rwy Idg	10401
303°	TDZE	1373
	Apt Elev	1382

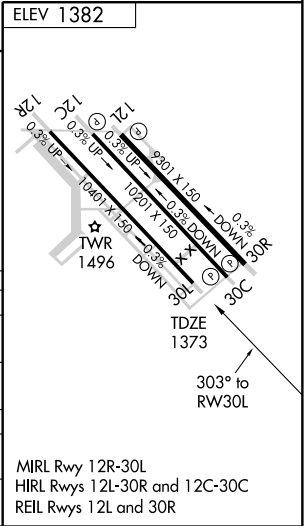
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.  
VDP NA with Phoenix Sky Harbor Intl altimeter setting.  
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 to ECIFY WP and hold.

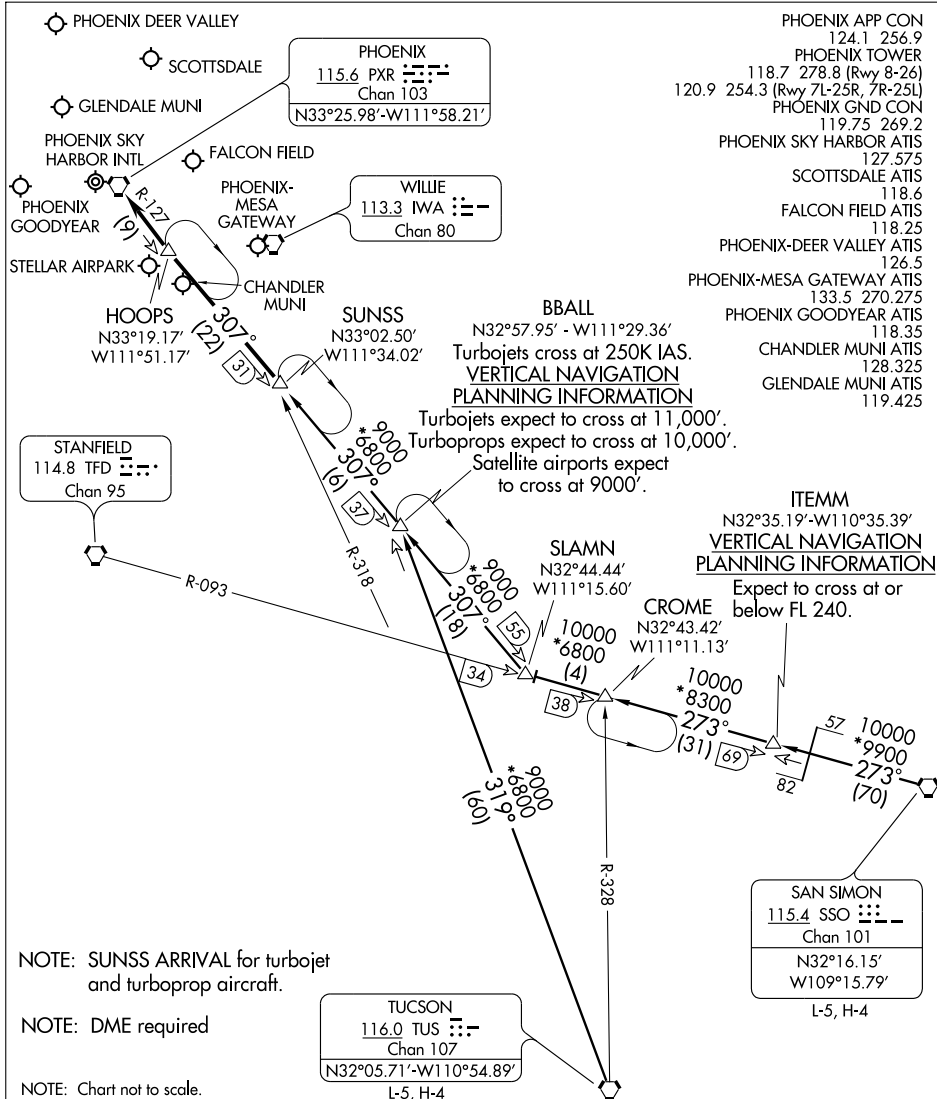
ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05



<div>2800</div> <div>5000</div> <div>ECIFY</div>					
<div>1.2 NM to RW30L</div> <div>≤ 2.96°</div> <div>TCH 55</div> <div>303°</div> <div>3000</div> <div>4000</div> <div>SEZUW</div> <div>Procedure Turn NA</div>					
CATEGORY	A	B	C	D	E
RNAV MDA	1800-1	427 (500-1)	1800-1¼ 427 (500-1¼)	1800-1½	427 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2	558 (600-2)
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					
RNAV MDA	1880-1	507 (600-1)	1880-1½	507 (600-1½)	1880-1¾ 507 (600-1¾)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2¼ 618 (700-2¼)



MIRL Rwy 12R-30L  
HIRL Rwy 12L-30R and 12C-30C  
REIL Rwy 12L and 30R



**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

VORTAC IWA <b>113.3</b> Chan 80	APP CRS <b>302°</b>	Rwy Idg 30C <b>10201</b> TDZE <b>1380</b> Apt Elev <b>1382</b>	Rwy Idg 30R <b>9301</b> TDZE <b>1382</b> Apt Elev <b>1382</b>
---------------------------------------	------------------------	--	---

VOR or TACAN RWY 30C  
PHOENIX-MESA GATEWAY (IWA)

**▼** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility ¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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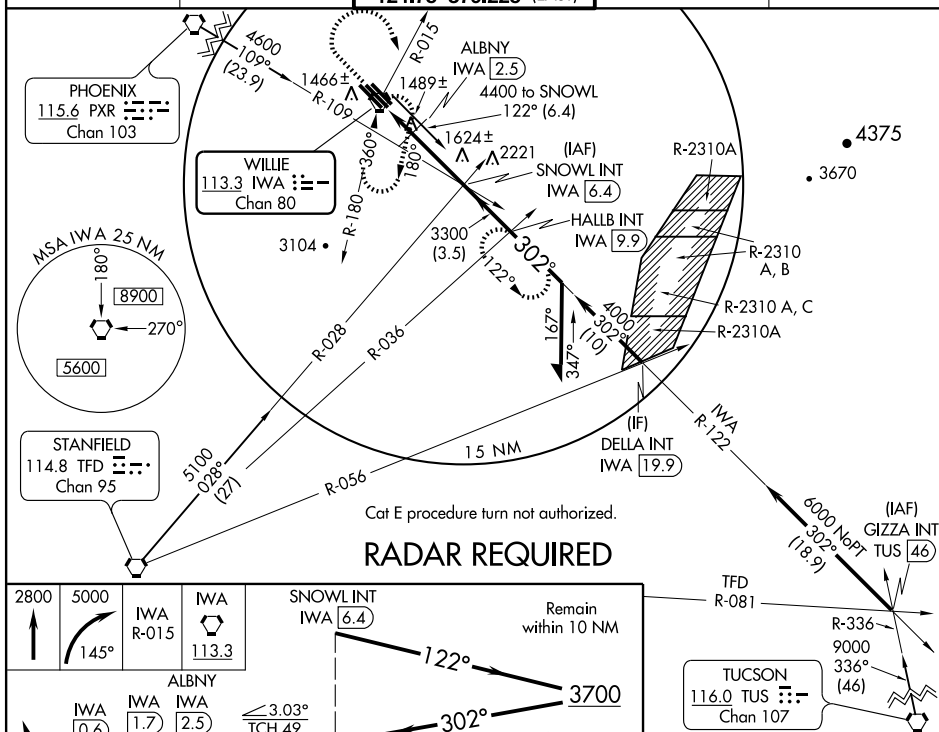


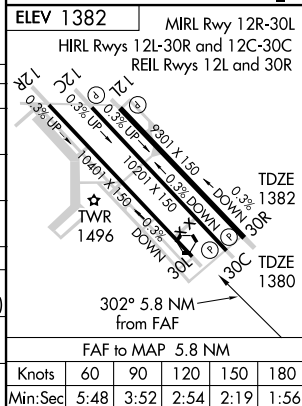
Diagram illustrating the runway layout and dimensions for Runway 3000. The runway length is 3000 ft. Key dimensions include 1.2 NM, 0.7, and 3.9 NM. A diagram shows a runway with a 3000 ft length and a 1940 ft segment. A diagram shows a runway with a 3000 ft length and a 1940 ft segment. A diagram shows a runway with a 3000 ft length and a 1940 ft segment.

CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	558 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

DME MINIMUMS

CATEGORY	A	B	C	D	E
S-30C	1800-1	420 (500-1)	1800-1¼	420 (500-1¼)	1800-1½ 420 (500-1½)
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2	418 (500-2)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

\* 2020 when using Phoenix Sky Harbor Intl altimeter setting.









(BARGN1.BARGN) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

# BARGN ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

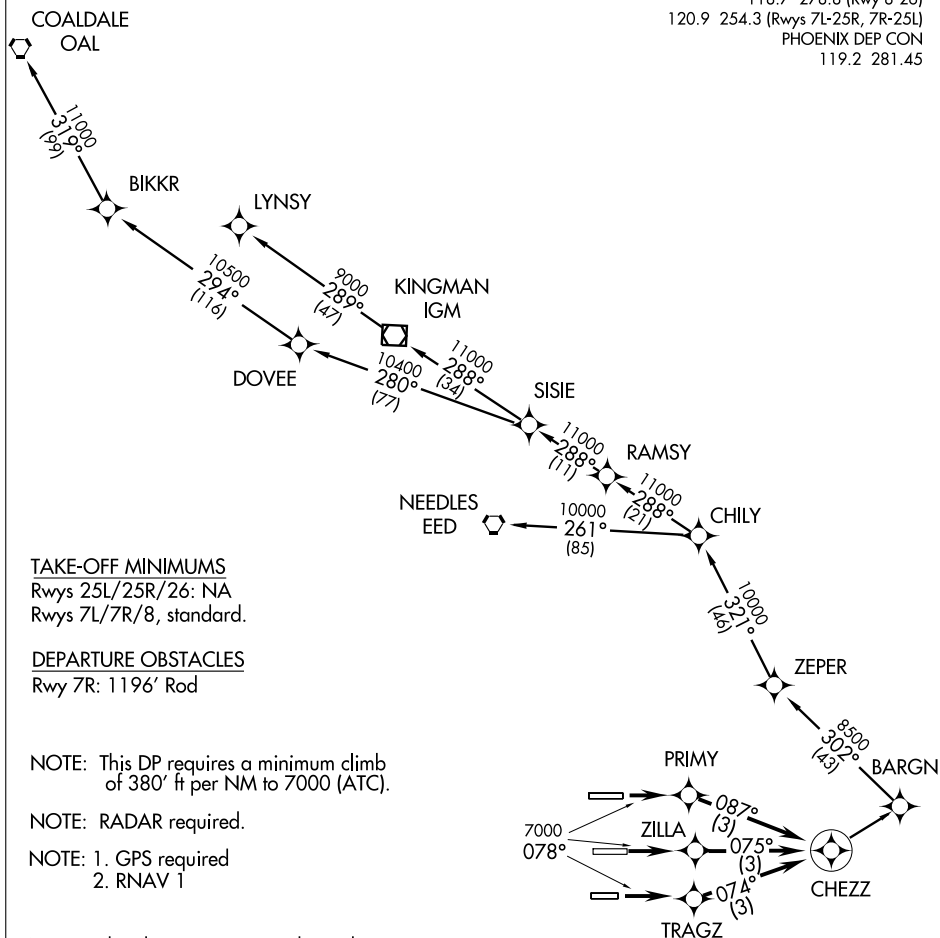
PHOENIX TOWER

118.7 278.8 (Rwys 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 03 JUN 2010 to 01 JUL 2010

## BARGN ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (BARGN1.OAL)

LYNSY TRANSITION (BARGN1.LYNSY)

NEEDLES TRANSITION (BARGN1.EED)

## BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

...  
BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence  
... From over ARLIN INT:

**PHOENIX SKY HARBOR INTL:** Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

**ALL SATELLITE AIRPORTS:** Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

BLYTHE  
 117.4 BLH  
 Chan 121  
 N33°30.97' - W113°53.33  
 SALOM  
 PHOENIX  
 115.6 PXR  
 PHOENIX-MESA GATEWAY ATIS  
 133.5 270 275  
 BUCKEYE  
 CHANDLER WINDPARK  
 128.325

BUCKEYE  
110.6 BXK  
Chan 43

PHOENIX  
5.6 PXR  
Chan 103

$$Z$$

BARD  
BZA :  
Chan 115

GILA BEND  
116.6 GBN   
Chan 113

Turbobjets: Cross at 250K IAS.  
VERTICAL NAVIGATION  
Turboprops: Expect to cross at 11,000.  
Expect to cross at 10,000.

ARLIN  
PHOENIX-SKY  
HARBOR INTL 

FALCON FIELD

2

ST-32

WILLIE  
113.3 IWA :--  
Chan 80

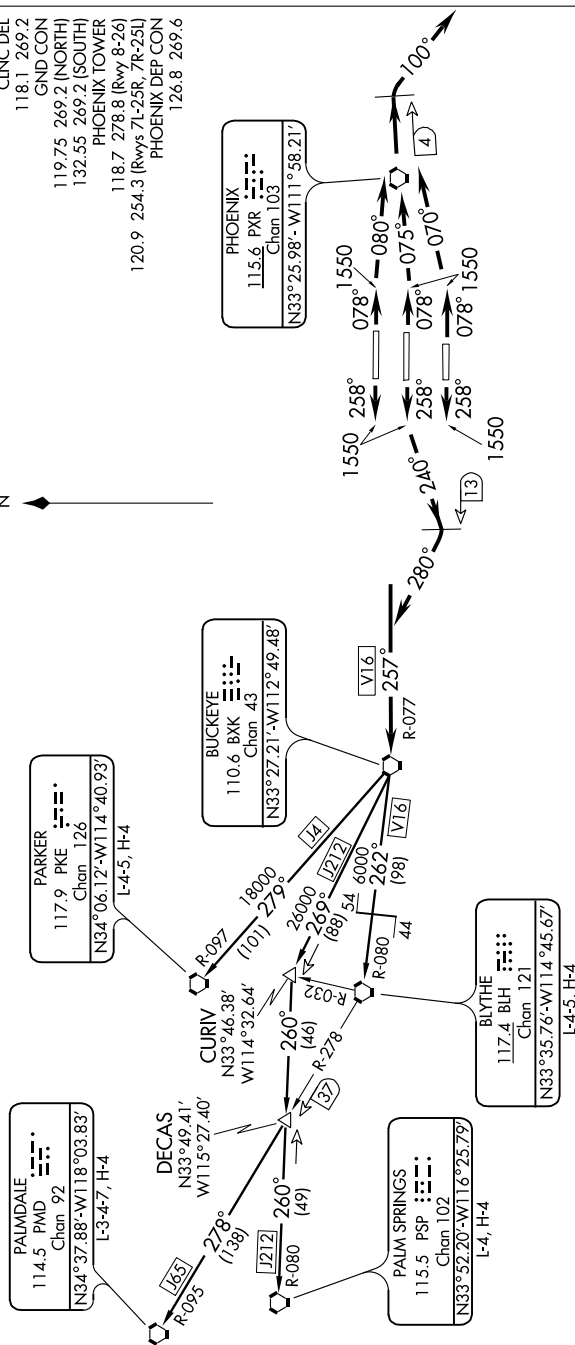
NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

## BUCKEYE TWO DEPARTURE

ATIS 127.575  
CLNC DEL  
118.1 269.2  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)  
PHOENIX DEP CON  
126.8 269.6

N



NOTE: Aircraft requesting FL 220 and below must file BLYTHE TRANSITION.

NOTE: BUCKEYE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX, file PARKER TRANSITION.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX: requesting FL240 and above, file PALMDALE or PALM SPRINGS TRANSITION.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

## TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

## BUCKEYE TWO DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Maintain 7000, expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLTYHE TRANSITION (BXX2.BLH): From over BXX VORTAC via BXX R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXX2.PMD): From over BXX VORTAC via BXX R-269 and PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXX2.PSP): From over BXX VORTAC via BXX R-269 and PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXX2.PKE): From over BXX VORTAC via BXX R-279 and PKE R-097 to PKE VORTAC.

## TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1135' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' right of centerline, 24' AGL/1133' MSL.

## BUNTR TWO ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL  
PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

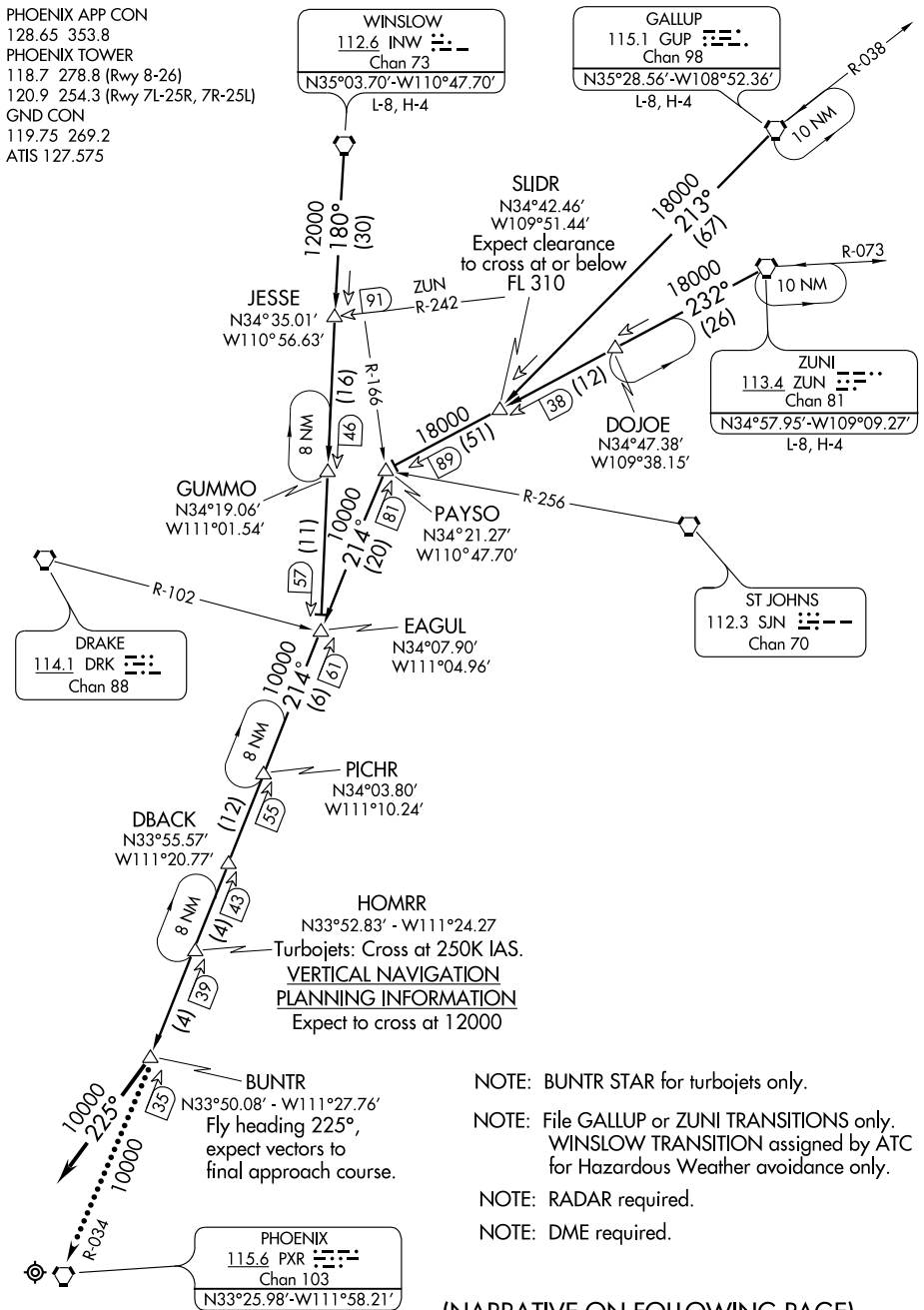
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



SW-4, 03 JUN 2010 to 01 JUL 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR2): From over GUP VORTAC via GUP R-213 and ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR2): From over INW VORTAC via INW R-180 to EAGUL INT, then via PXR R-034 to BUNTR INT. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR2): From over ZUN VORTAC via ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

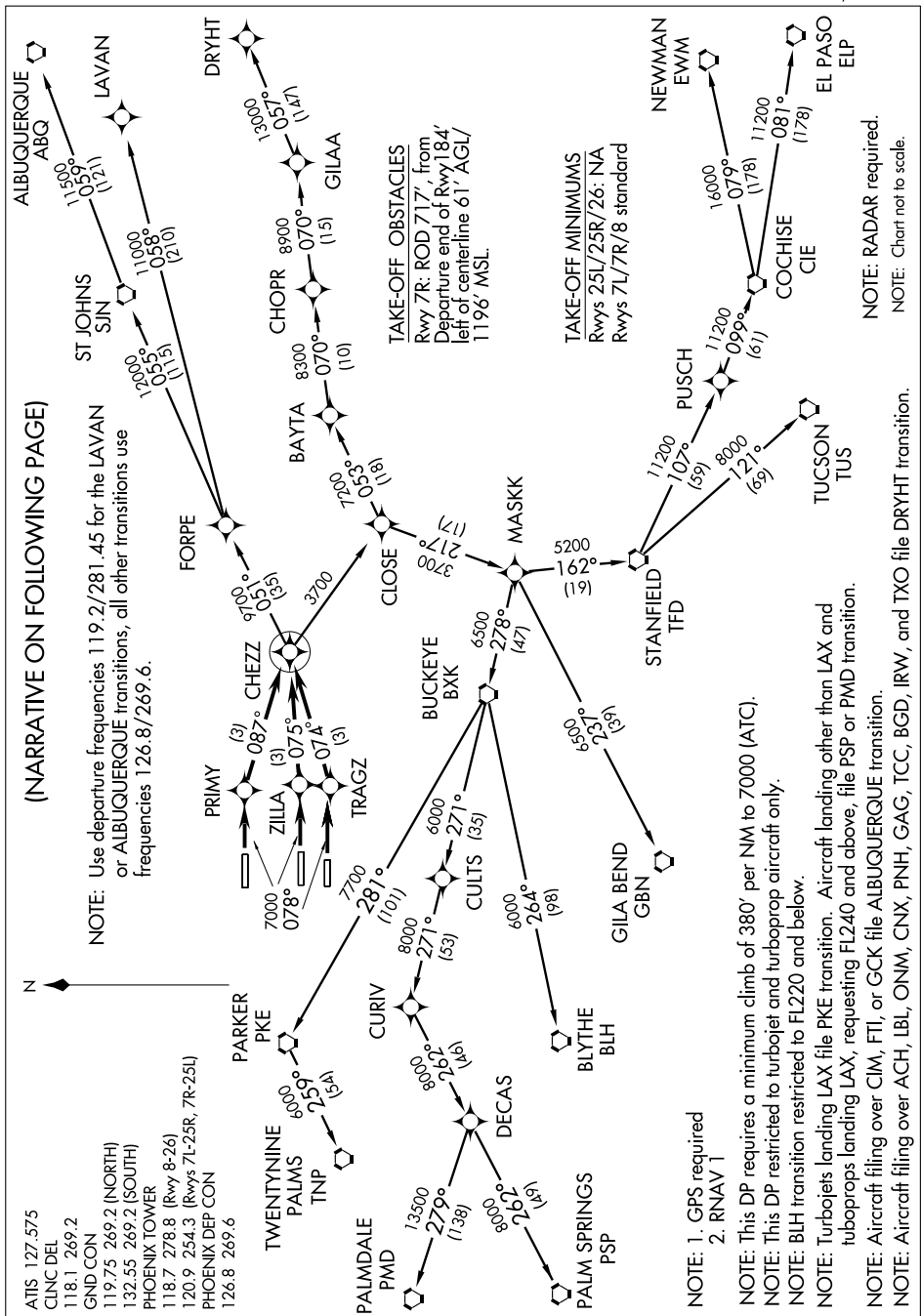
. . . . From over BUNTR INT, fly heading 225°. Expect vectors to Final Approach Course.

LOST COMMUNICATIONS:

After BUNTR INT, proceed direct PXR VORTAC.



## CHEZZ TWO DEPARTURE (RNAV)



## CHEZZ TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence . . . .

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, Thence . . . .

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence . . . .

. . . . then via (transition) maintain 7000, expect filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (CHEZZ2.ABQ)

BLYTHE TRANSITION (CHEZZ2.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (CHEZZ2.CIE)

DRYHT TRANSITION (CHEZZ2.DRYHT)

EL PASO TRANSITION (CHEZZ2.ELP)

GILA BEND TRANSITION (CHEZZ2.GBN)

LAVAN TRANSITION (CHEZZ2.LAVAN)

NEWMAN TRANSITION (CHEZZ2.EWM)

PALM SPRINGS TRANSITION (CHEZZ2.PSP)

PALMDALE TRANSITION (CHEZZ2.PMD)

PARKER TRANSITION (CHEZZ2.PKE)

STANFIELD TRANSITION (CHEZZ2.TFD)

TUCSON TRANSITION (CHEZZ2.TUS)

TWENTYNINE PALMS TRANSITION (CHEZZ2.TNP)





## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

....maintain 7000. Expect radar vectors to PXR R-321 to ZEPER INT then CHILY INT. Then via (transition). Expect filed altitude 3 minutes after departure.

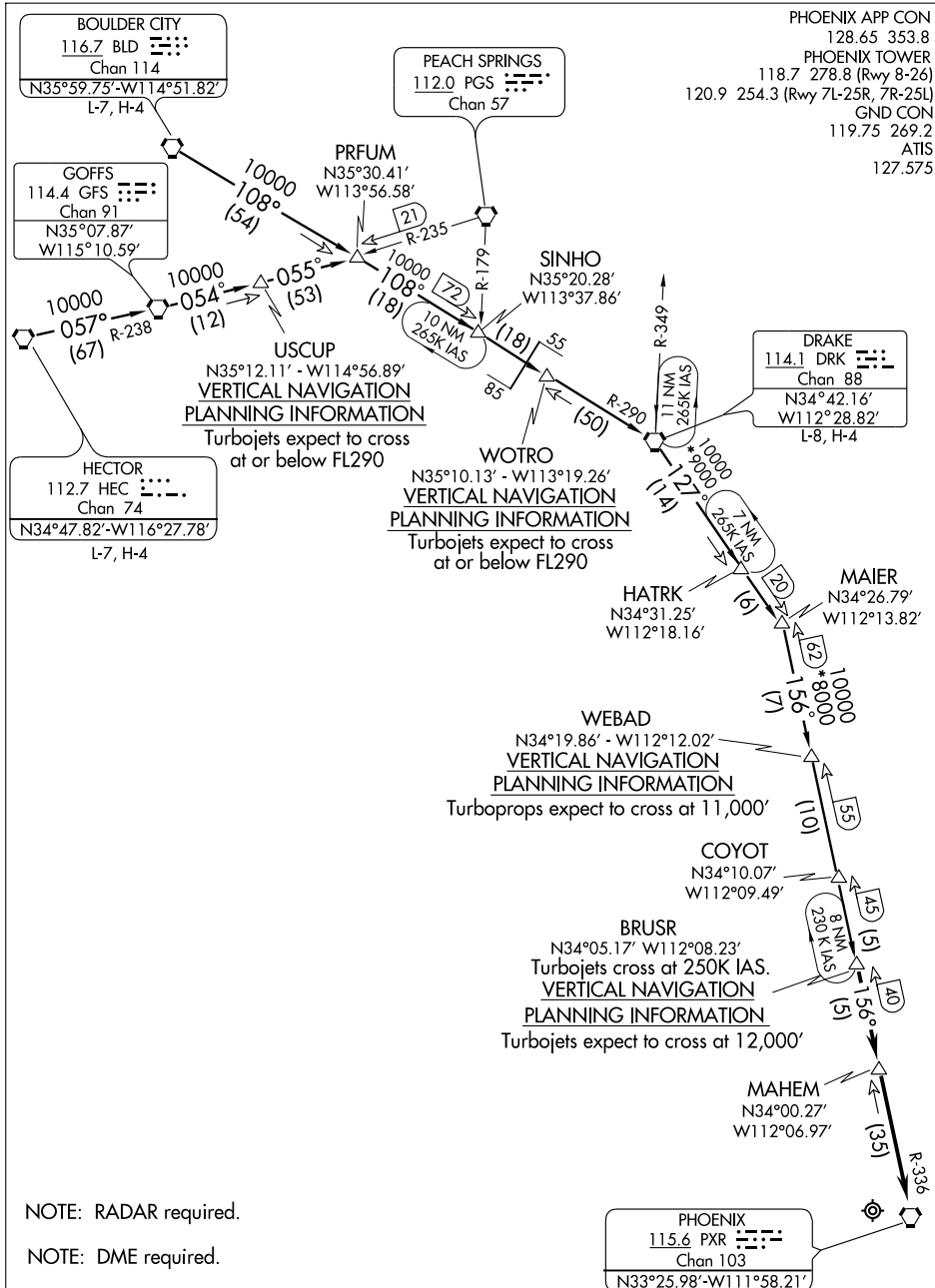
BEATTY TRANSITION (CHILY1.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY1.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY1.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY1.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

## COYOT TWO ARRIVAL



## COYOT TWO ARRIVAL

PHOENIX, ARIZONA

## ARRIVAL DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT2): From over BLD VORTAC via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

DRAKE TRANSITION (DRK.COYOT2): From over DRK VORTAC via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

HECTOR TRANSITION (HEC.COYOT2): From over HEC VORTAC via HEC R-057 and GFS R-238 to GFS VORTAC, then via GFS R-054 and PGS R-235 to PRFUM INT, then via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

.... From over BRUSR INT via PXR R-336 to PXR VORTAC. After BRUSR INT, expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DRK VORTAC proceed direct to MAIER INT direct PXR VORTAC.

## DSERT ONE DEPARTURE (RNAV)

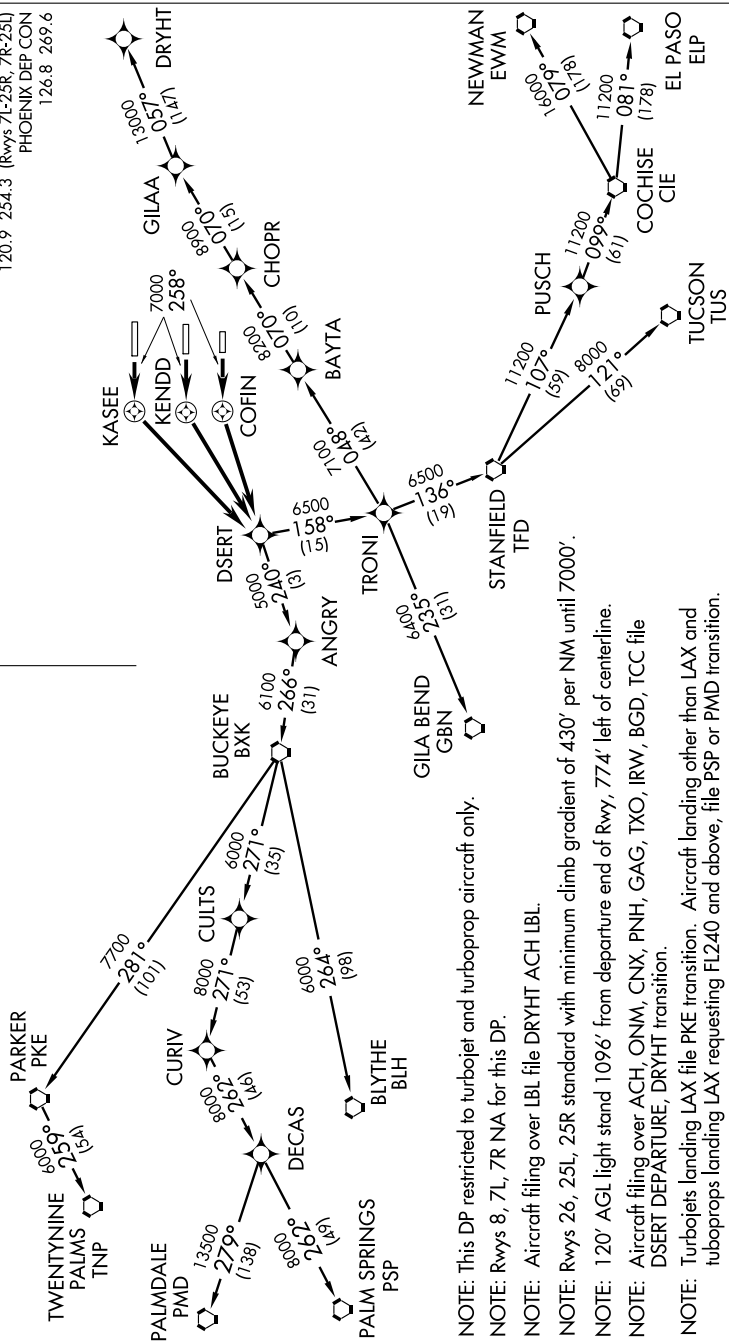
(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

NOTE: 1. GPS required  
2. RNAV 1

ATIS 127.575  
CLNC DEL  
118.1 269.2  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-23R, 7R-25L)  
PHOENIX DEP CON  
126.8 269.6



NOTE: This DP restricted to turbojet and turboprop aircraft only.

NOTE: Rwy 8, 7L, 7R NA for this DP.

NOTE: Aircraft filing over LBL file DRYHT ACH LBL.

NOTE: Rwy 26, 25L, 25R standard with minimum climb gradient of 430' per NM until 7000'.

NOTE: 120' AGL light stand 1096' from departure end of Rwy, 774' left of centerline.

NOTE: Aircraft filing over ACH, ONM, CNX, PNH, GAG, TXO, IRW, BGD, TCC file  
DSERT DEPARTURE, DRYHT transition.NOTE: Turbojets landing LAX file PKE transition. Aircraft landing other than LAX and  
turboprops landing LAX requesting FL240 and above, file PSP or PMD transition.

NOTE: Aircraft filing over CIM, FTI, or GCK file ST. JOHNS DEPARTURE.

## DSERT ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 7000 via 258° course to KASEE WP, then direct DSERT WP, Thence . . . .

TAKE-OFF RUNWAY 25R: Climb to 7000 via 258° course to KENDD WP, then direct DSERT WP, Thence . . . .

TAKE-OFF RUNWAY 25L: Climb to 7000 via 258° course to COFIN WP, then direct DSERT WP, Thence . . . .

. . . . then via assigned transition/altitude.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure

BLYTHE TRANSITION (DSERT1.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (DSERT1.CIE)

DRYHT TRANSITION (DSERT1.DRYHT)

EL PASO TRANSITION (DSERT1.ELP)

GILA BEND TRANSITION (DSERT1.GBN)

NEWMAN TRANSITION (DSERT1.EWM)

PALM SPRINGS TRANSITION (DSERT1.PSP)

PALMDALE TRANSITION (DSERT1.PMD)

PARKER TRANSITION (DSERT1.PKE)

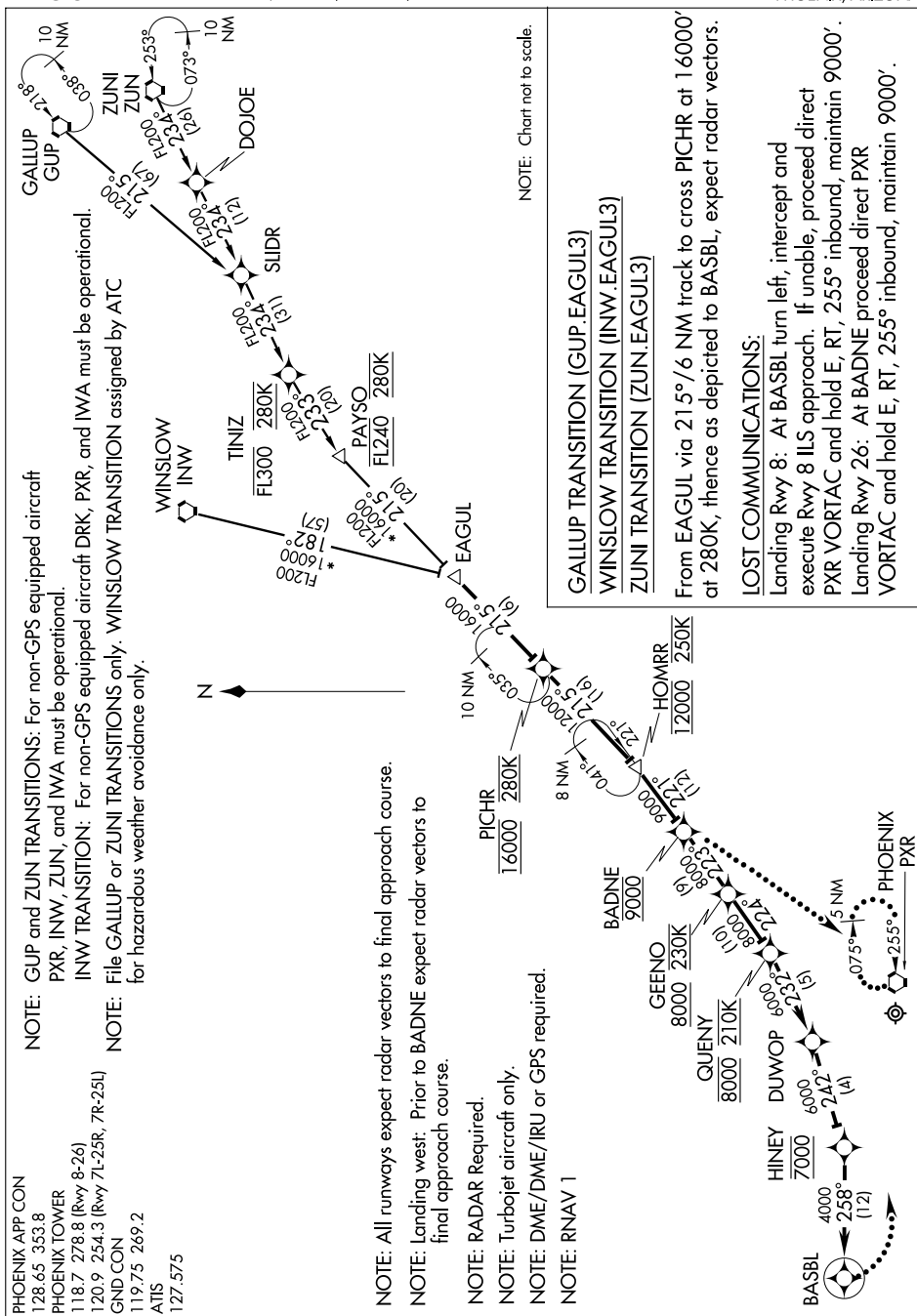
STANFIELD TRANSITION (DSERT1.TFD)

TUCSON TRANSITION (DSERT1.TUS)

TWENTYNINE PALMS TRANSITION (DSERT1.TNP)



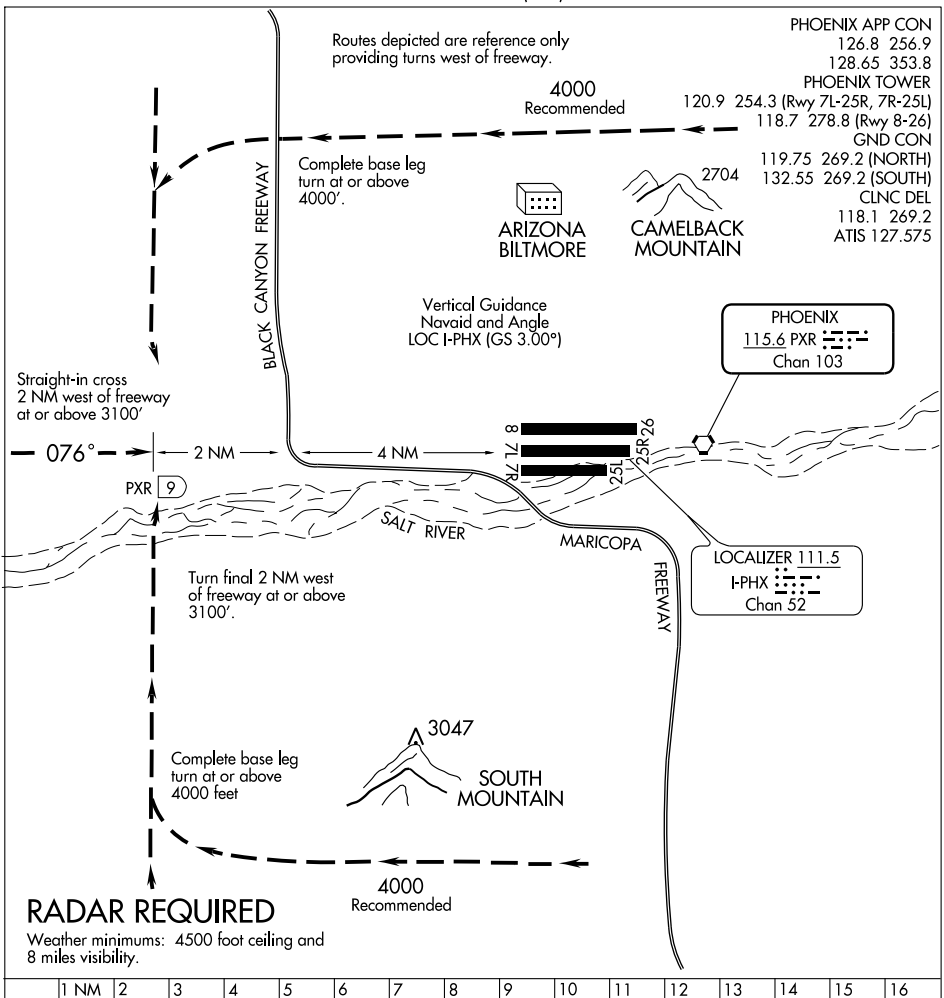
## EAGUL THREE ARRIVAL (RNAV)



# FREEWAY VISUAL RWY 7L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

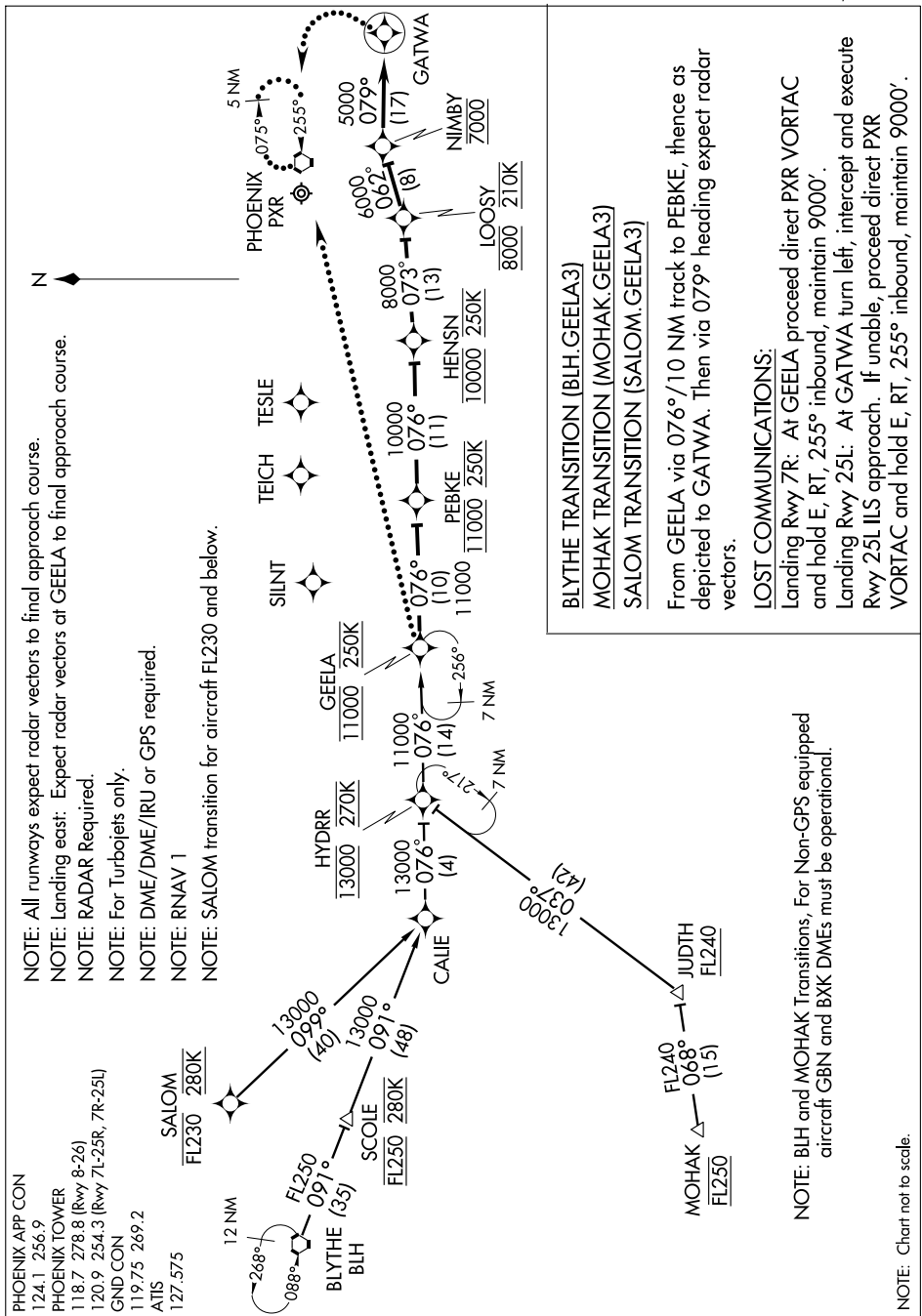


## FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH."

## GEELA THREE ARRIVAL (RNAV)



LOC/DME I-PHX <b>111.5</b> Chan <b>52</b>	APP CRS <b>078°</b>	Rwy Idg <b>10300</b> TDZE <b>1116</b> Apt Elev <b>1135</b>
---	------------------------	--

ILS or LOC RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

<b>T</b>	Inoperative table does not apply to S-ILS 7L.
<b>A</b>	For inoperative MALSR, increase S-LOC 7L Cat A/B visibilities to RVR 5000.

MALSR

**MISSED APPROACH:** Climb to 5000 then left turn direct  
PXR VORTAC and hold.

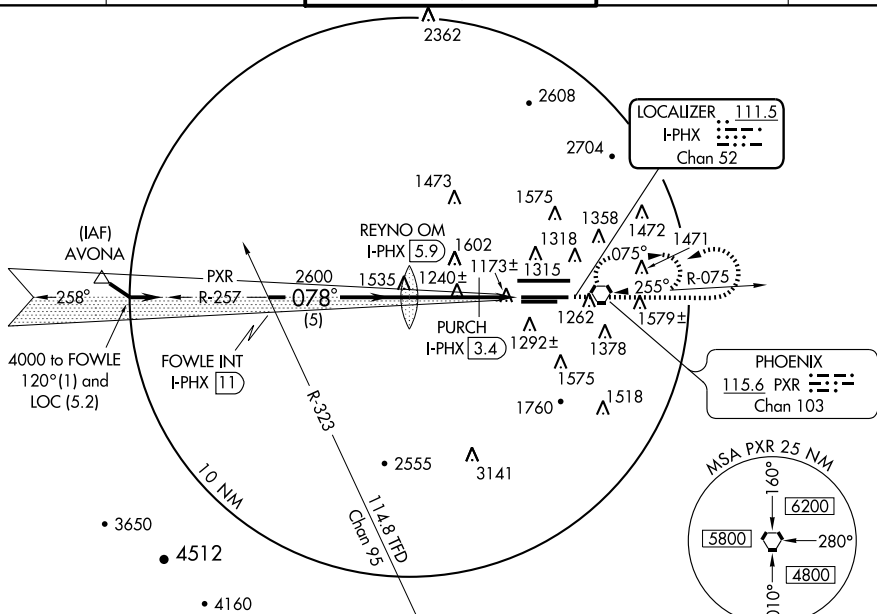
ATIS  
127-575

PHOENIX APP CON  
128.65 353.8

PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON	
119.75	269.2 (N)
132.55	269.2 (S)

CLNC DEL  
**118.1 269.2**



SW-4. 03 JUN 2010 to 01 JUL 2010

Procedure	VGS1 and ILS a1idepath not coincident.
-----------	--

Procedure  
Turn NA

FOWLE INT  
I-PHX **11**

REYNO OM  
I-PHX **5.9**

5000  
↑

5000  
↻

PXR  
115.6

4000 — 078° — 2445

GS 3.00°  
TCH 50

2600 ↗ \*

PURCH  
I-PHX **3.4**

I-PHX **1.9**

Use I-PHX DME when on localizer course.

\*1620

\*LOC only

	5 NM		2.5 NM		1.5 NM			
CATEGORY	A		B		C		D	
S-ILS 7L	1321/40				205 (200-¾)			
S-LOC 7L	1620/40		504 (500-¾)		1620/50		504 (500-1)	
CIRCLING	1740-1		605 (700-1)		1740-1¾ 605 (700-1¾)		1920-2½ 785 (800-2½)	

PURCH DME MINIMUMS

S-LOC 7L	1520/40 404 (400-¾)		
CIRCLING	1740-1 605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

ELEV 1135

**D**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

Inoperative table does not apply to S-ILS 7R.

▲

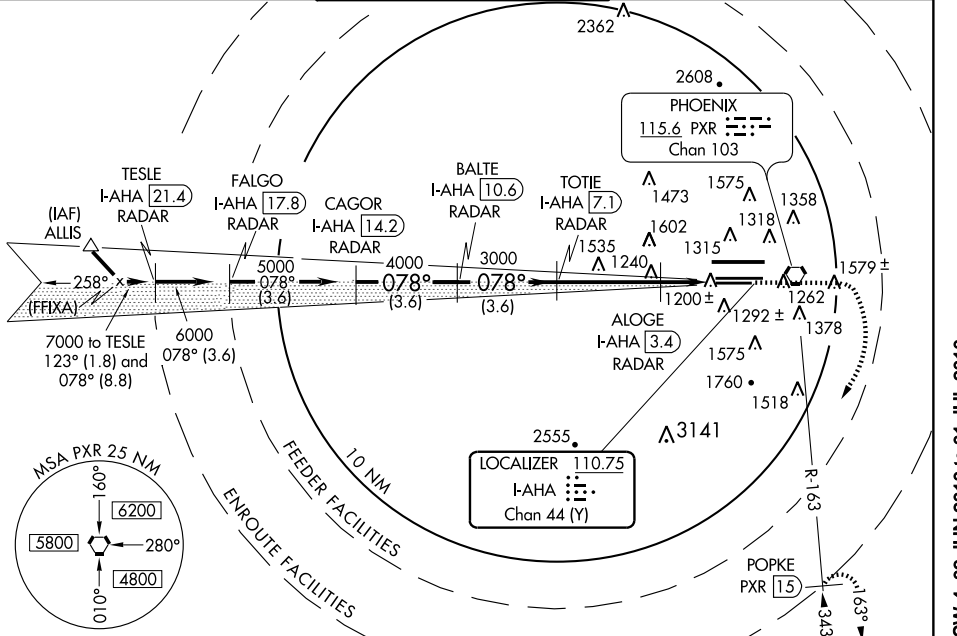
For inoperative MALS, increase S-LOC 7R Cat A/B visibility to 1 mile.

Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 250° and PXR R-163 to POPKE/15 DME and hold.



ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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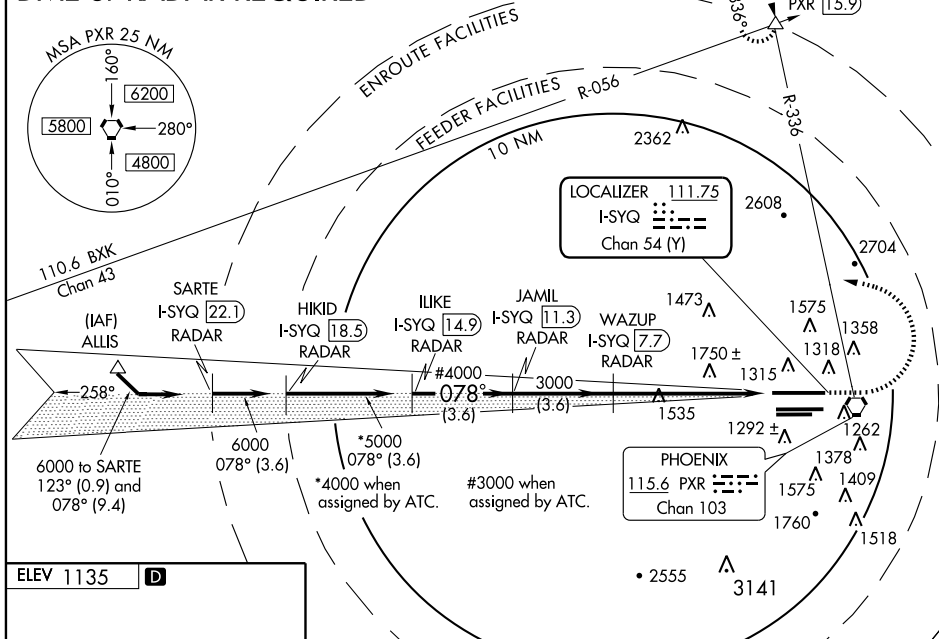
ELEV 1135

LOC/DME I-SYQ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>078°</b>	Rwy Idg <b>10591</b> TDZE <b>1118</b> Apt Elev <b>1135</b>
--	------------------------	--

ILS or LOC RWY 8  
PHOENIX SKY HARBOR INTL (PHX)

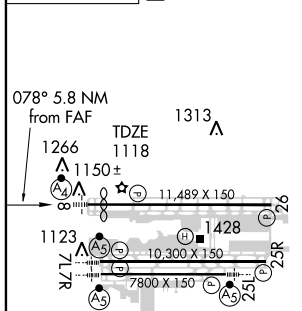
			MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 280° and PXR R-336 to AVENT/INT 15.9 DME and hold.	
<b>ATIS</b> <b>127.575</b>	<b>PHOENIX APP CON</b> <b>128.65 353.8</b>	<b>PHOENIX TOWER</b> <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)		<b>GND CON</b> <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)
		<b>CLNC DEL</b> <b>118.1 269.2</b>		

RADAR REQUIRED for simultaneous approaches.  
DME or RADAR REQUIRED



SW-4. 03 JUN 2010 to 01 JUL 2010

ELEV 1135	<b>D</b>
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Procedure Turn NA

ILIKE I-SYQ 14.9 RADAR

JAMIL I-SYQ 11.3 RADAR

WAZUP I-SYQ 7.7 RADAR

Use I-SYQ DME when on LOC course

I-SYQ 1.9

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident.

3.6 NM 3.6 NM 5.7 NM

CATEGORY	A	B	C	D
S-ILS 8	1368-1 250 (300-1)			
S-LOC 8	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

AL-322 (FAA)

LOC/DME I-RJG <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>258°</b>	Rwy Idg <b>7800</b> TDZE <b>1124</b> Apt Elev <b>1135</b>
--	------------------------	---

ILS or LOC RWY 25L  
PHOENIX SKY HARBOR INTL (PHX)

<b>T</b>	Autopilot coupled approach NA below
<b>A</b>	1925 feet.

MALSR

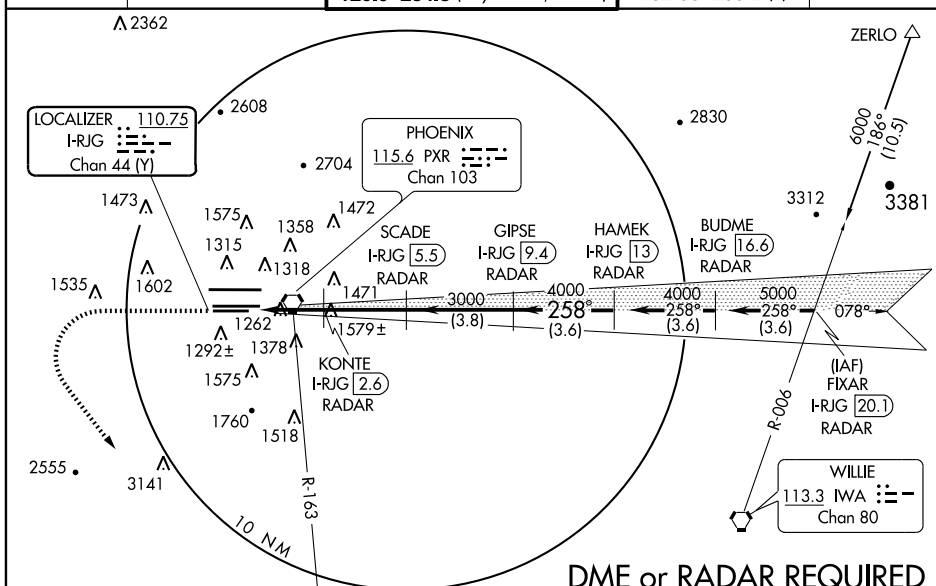
**MISSED APPROACH:** Climb to 3000, then climbing left turn to 5000 via heading 130° and PXR R-163 to POPKE/15 DME and hold.

ATIS	PHOENIX APP CON
127.575	128.65 353.8

PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)

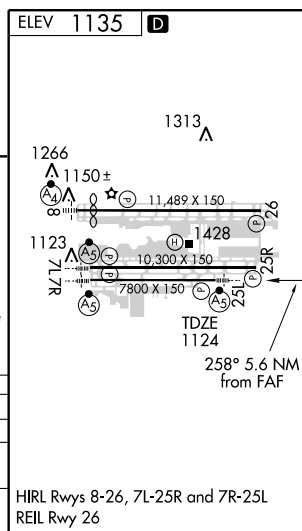
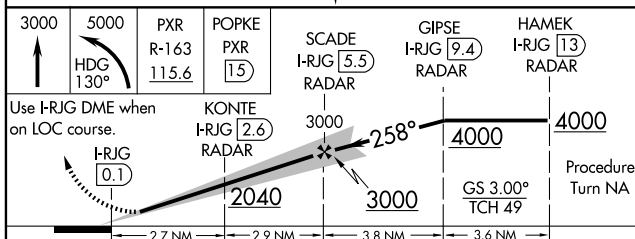
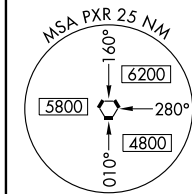
GND CON  
119.75 269.2 (N)  
132.55 269.2 (S)

CLNC DEL  
118.1 269.2



DME or RADAR REQUIRED

RADAR REQUIRED for simultaneous approaches.



SW-4. 03 JUN 2010 to 01 JUL 2010

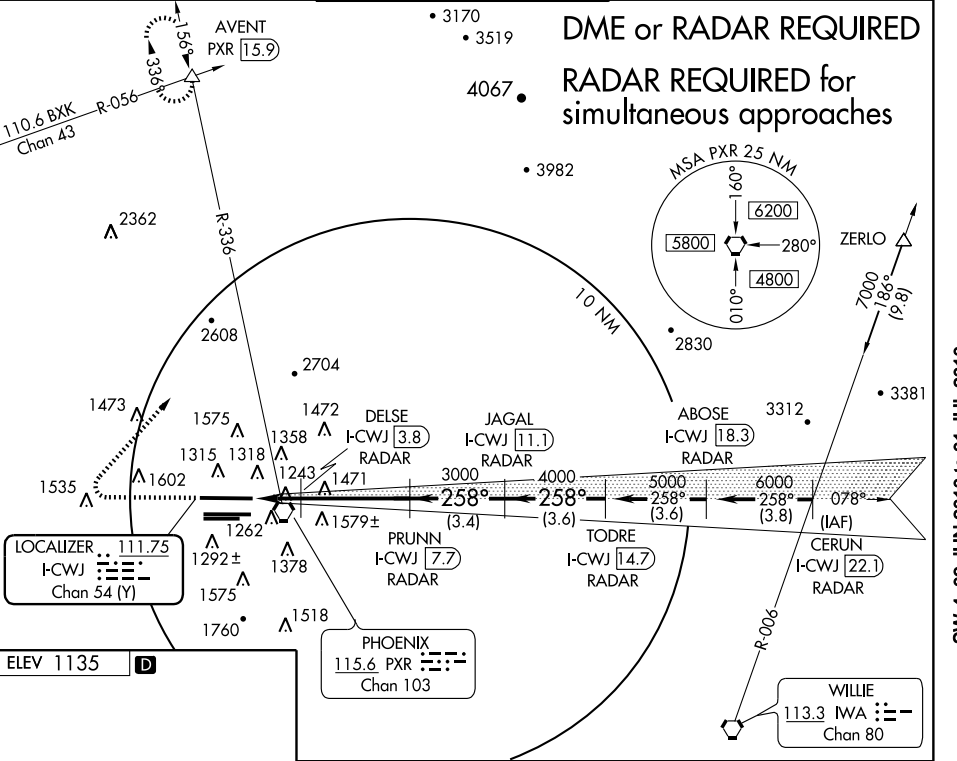
LOC/DME I-CWJ	APP CRS	Rwy Idg	11489
111.75	258°	TDZE	1135
Chan 54 (Y)		Apt Elev	1135

T

A

MISSED APPROACH: Climb to 2500, then climbing right turn to 5000 via heading 030° and PXR R-336 to AVENT INT/15.9 DME and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26)	119.75 269.2 (N)	118.1 269.2
		120.9 254.3 (Rwy 7L-25R, 7R-25L)	132.55 269.2 (S)	





PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

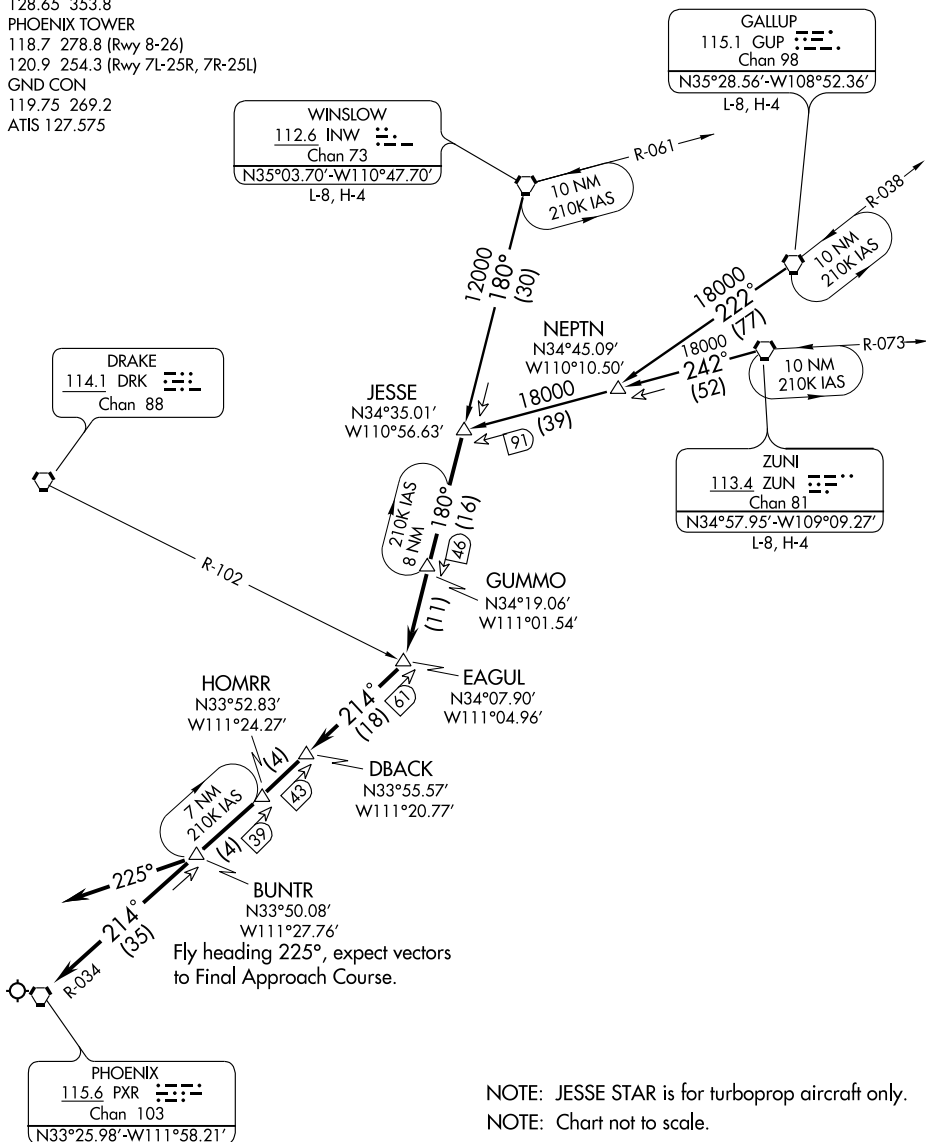
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



(NARRATIVE ON FOLLOWING PAGE)

## JESSE ONE ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE1): From over GUP VORTAC via GUP R-222 and ZUN R-242 to JESSE INT. Thence. . . .

WINSLOW TRANSITION (INW.JESSE1): From over INW VORTAC via INW R-180 to JESSE INT. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE1): From over ZUN VORTAC via ZUN R-242 to JESSE INT. Thence. . . .

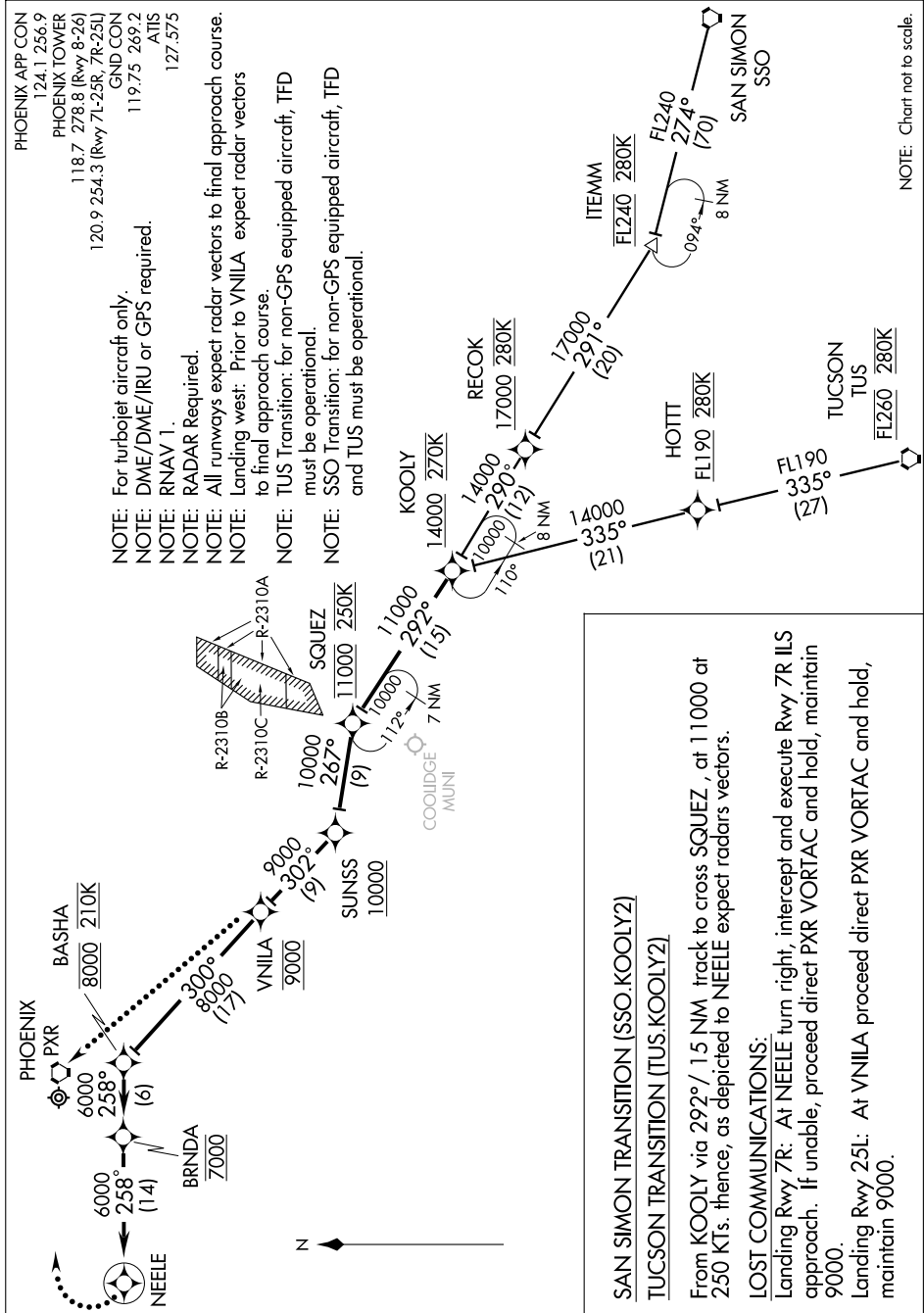
. . . .From over JESSE INT via INW R-180 to EAGUL INT, then via PXR R-034 to PXR VORTAC.

LOST COMMUNICATIONS:

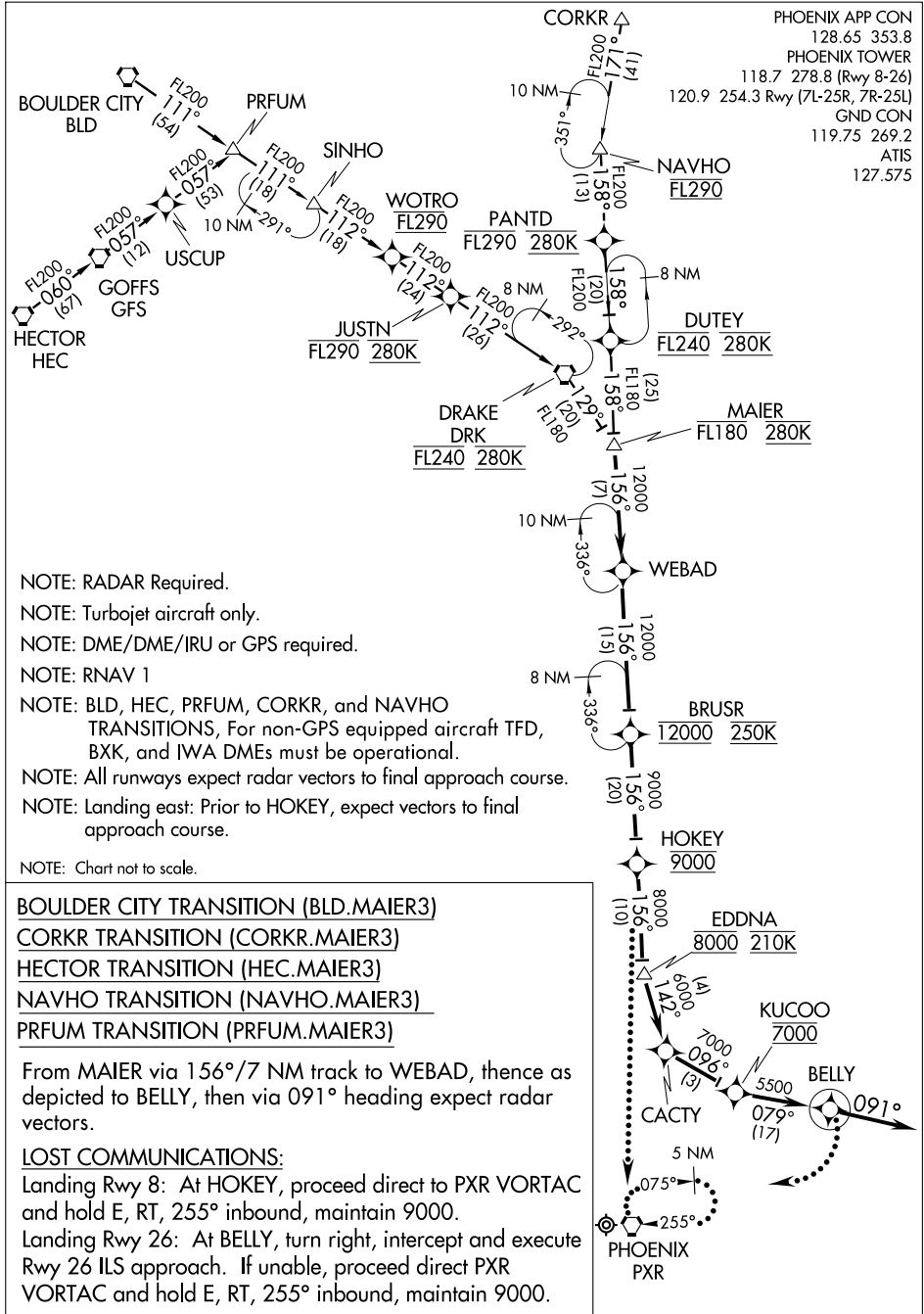
After DBACK INT, proceed direct to PXR VORTAC.

## KOOLY TWO ARRIVAL (RNAV) ST-322 (FAA)

PHOENIX, ARIZONA



## MAIER THREE ARRIVAL (RNAV)







## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence. . .

. . . maintain 7000, expect radar vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav via IWA R-055 to ADYAN/95 DME, cross ADYAN at or above 14000 and proceed via radar vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then via (transition). Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (MAXXO1.ACH): From over MAXXO INT via ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (MAXXO1.CNX): From over MAXXO INT via CNX R-259 to CNX VORTAC.

## TAKEOFF NOTES CONT.

## TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1298' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 717' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3460' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3444' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 271' from departure end of runway, 5140' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, tree 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' right of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

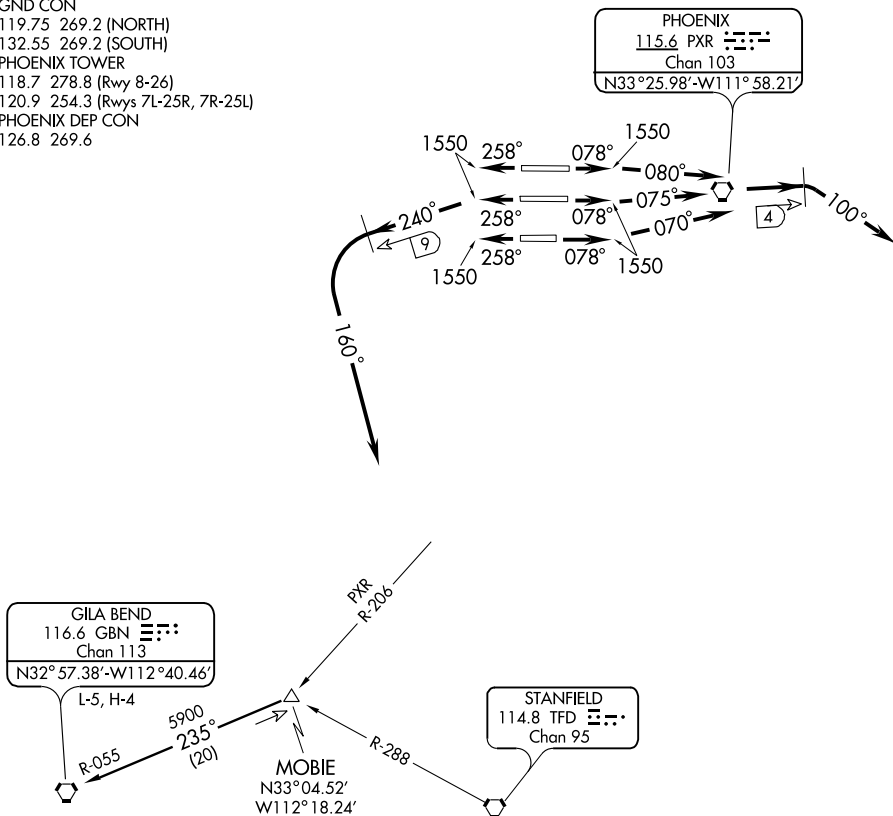
Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.27 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.23 NM from departure end of runway, 3631' right of centerline, 663' AGL/1750' MSL.

## MOBIE TWO DEPARTURE

ATIS 127.575  
 CLNC DEL  
 118.1 269.2  
 GND CON  
 119.75 269.2 (NORTH)  
 132.55 269.2 (SOUTH)  
 PHOENIX TOWER  
 118.7 278.8 (Rwy 8-26)  
 120.9 254.3 (Rwys 7L-25R, 7R-25L)  
 PHOENIX DEP CON  
 126.8 269.6



## TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: MOBIE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## MOBIE TWO DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to MOBIE INTERSECTION thence via (transition).  
Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE2.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

## TAKEOFF NOTES CONT.

## TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL



# POWER PLANT VISUAL RWY 25R

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

PHOENIX APP CON

126.8 256.9

128.65 353.8

PHOENIX TOWER

120.9 254.3 (Rwy 7L-25R, 7R-25L)

118.7 278.8 (Rwy 8-26)

GND CON

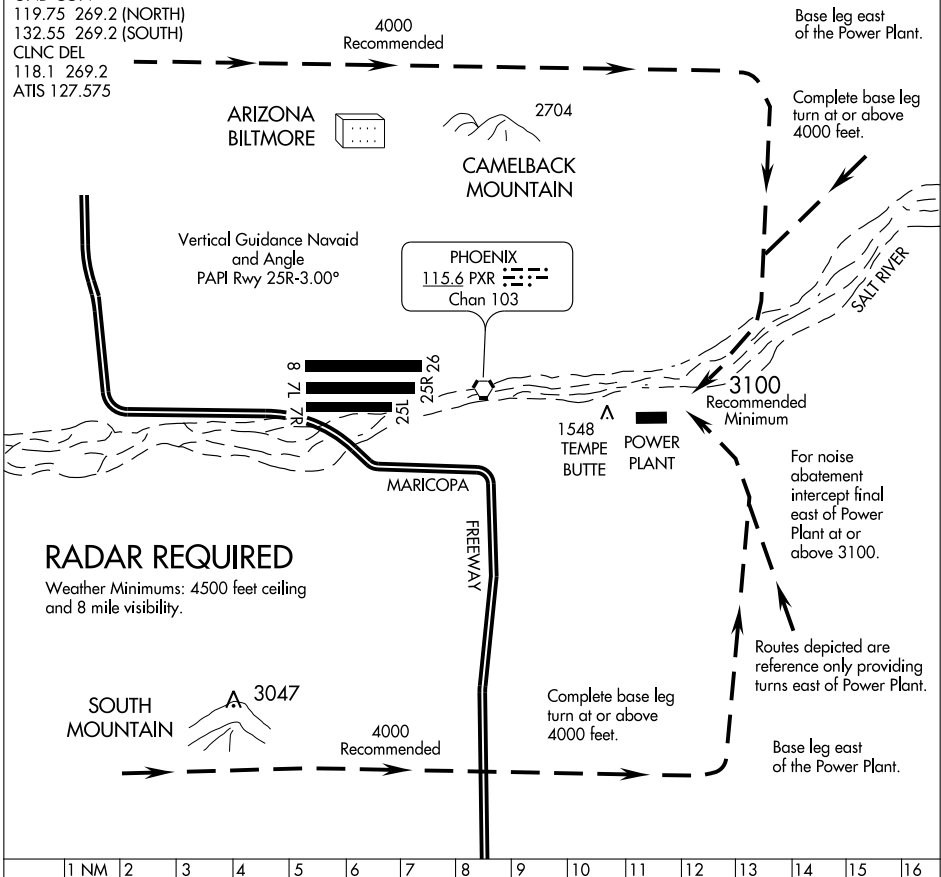
119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

CLNC DEL

118.1 269.2

ATIS 127.575



## RADAR REQUIRED

Weather Minimums: 4500 feet ceiling  
and 8 mile visibility.

## POWER PLANT VISUAL RWY 25R

When visual approaches to Runway 25R are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH"

## RIMMM ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

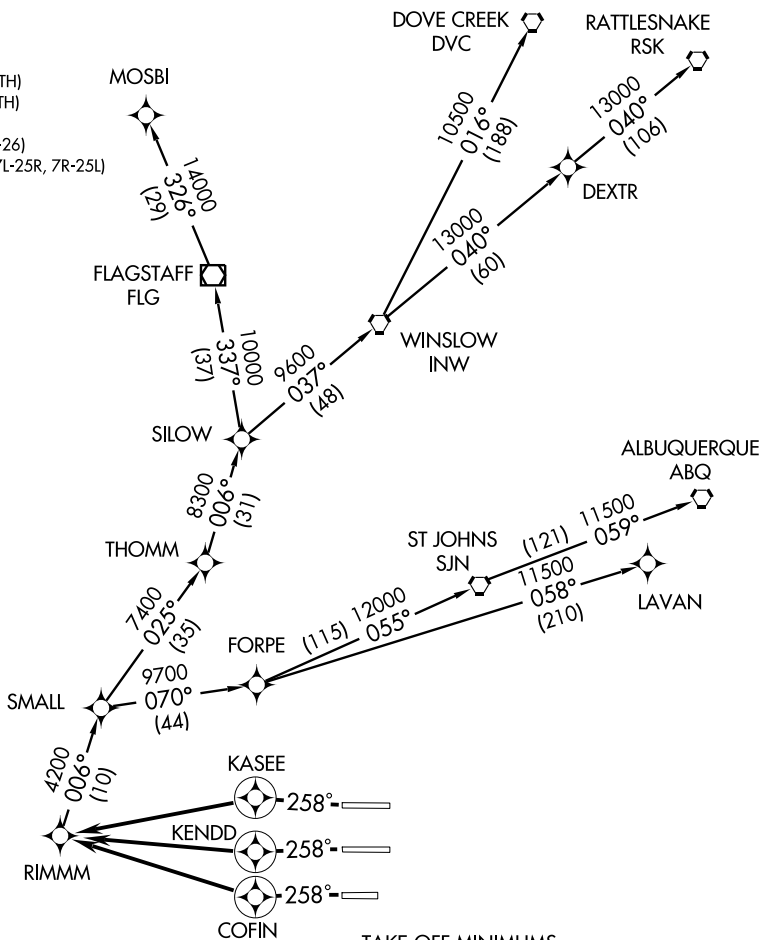
PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

126.8 269.6

TAKE-OFF MINIMUMS

Rwys 7L/7R/8: NA

Rwys 25L/25R/26: Standard with minimum  
climb of 380' per NM to 7000 (ATC).NOTE: 1. GPS required  
2. RNAV 1NOTE: RIMMM Departure restricted to turbojet and turboprop  
aircraft only.

NOTE: Aircraft filing over CIM, FTI, or GCK file ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC,  
BGD, IRW, TXO file DSERT or CHEZZ DP, DRYHT TRANSITION.

NOTE: LAVAN TRANSITION for ABQ arrivals only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## RIMMM ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then turn left direct RIMMM WP. Thence....

....then via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

ALBUQUERQUE TRANSITION (RIMMM1.ABQ)

DOVE CREEK TRANSITION (RIMMM1.DVC)

FLAGSTAFF TRANSITION (RIMMM1.FLG)

LAVAN TRANSITION (RIMMM1.LAVAN)

MOSBI TRANSITION (RIMMM1.MOSBI)

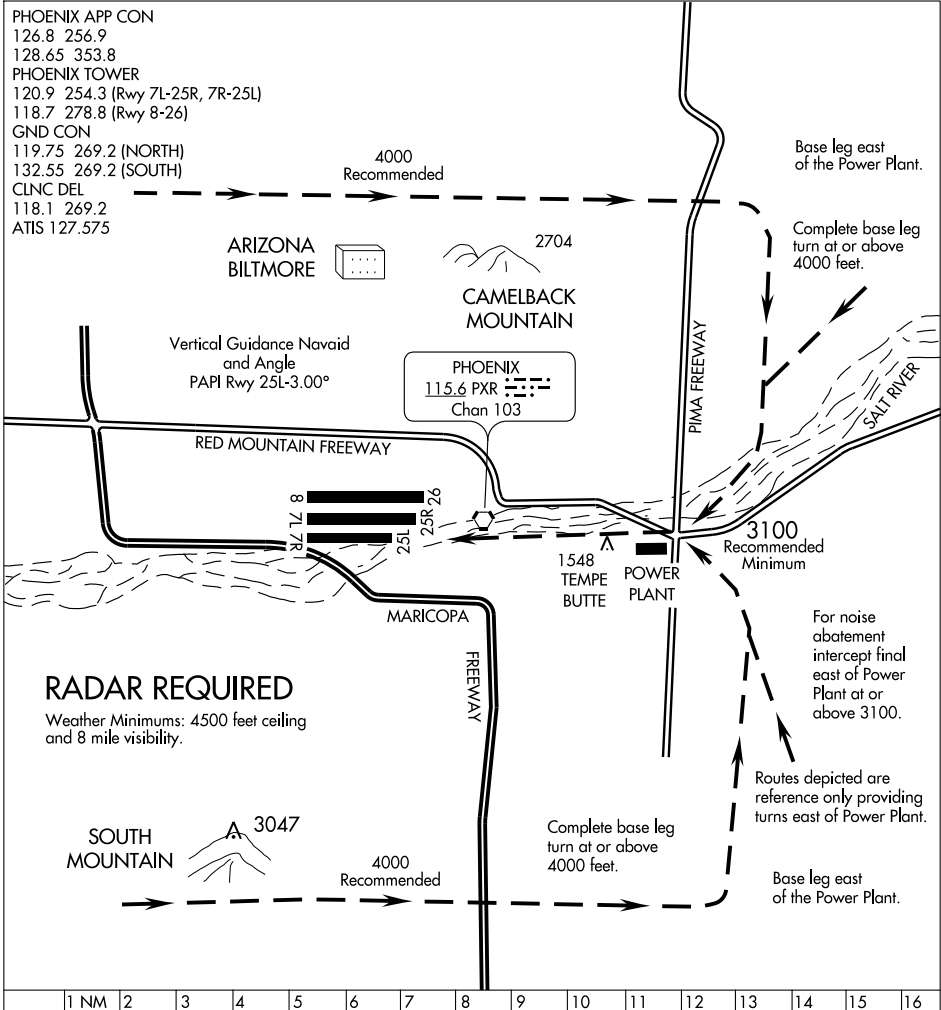
RATTLESNAKE TRANSITION (RIMMM1.RSK)

# RIVER VISUAL RWY 25L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



## RIVER VISUAL RWY 25L

When visual approaches to Runway 25L are in progress, clearances will be given utilizing in part the following phaseology:

"(IDENT) CLEARED FOR A RIVER VISUAL RUNWAY 25L APPROACH"



▼

For inoperative MALS, increase LNAV Cat A/B visibility to 1 mile.

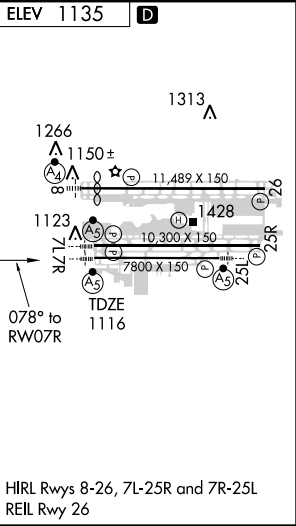
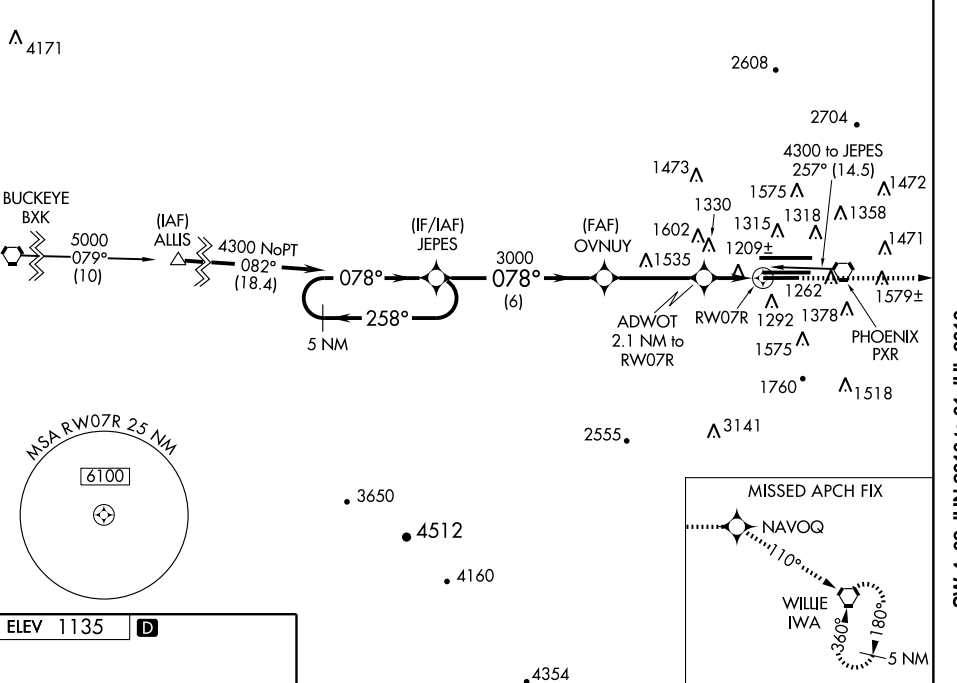
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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VGSI and RNAV glidepath not coincident.				
5 NM Holding Pattern		5000 NAVOQ 110° track IWA		
JEPES		OVNUY		
4300 ← 258° 078° →		ADWOT 2.1 NM to RW07R *LNAV only		
GS 3.00° TCH 57		3000		
		*1.2 NM to RW07R		
		*1840		
		RW07R		
CATEGORY	A	B	C	D
LPV DA	1390-3/4 274 (300-3/4)			
LNAV/VNAV DA	1520-1 404 (400-1)			
LNAV MDA	1580-3/4 464 (500-3/4)			1580-1 464 (500-1)
CIRCLING	1740-1 605 (700-1)		1740-13/4 605 (700-13/4)	1920-2 1/2 785 (800-2 1/2)

SW-4. 03 JUN 2010 to 01 JUL 2010

▼

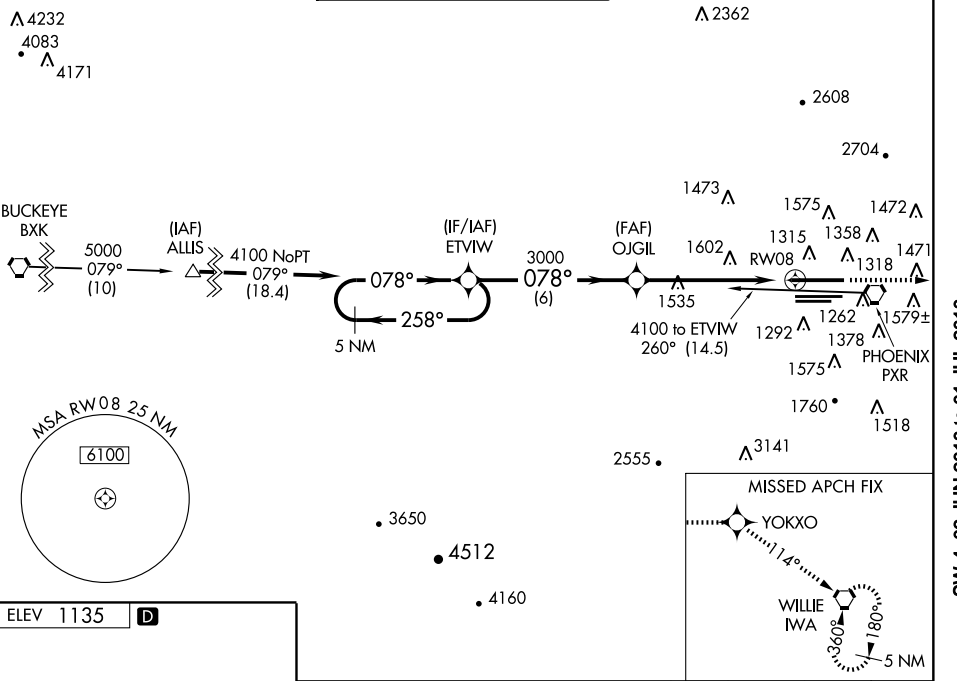
▲

Inoperative table does not apply.  
DME/DME RNP- 0.3 NA.  
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 5000 direct YOKXO and via 114° track to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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078° to RW08

TDZE

1313 ▲

1266 1118

▲ 1150±

1123

7L/R

7800 X 150

10,300 X 150

11,489 X 150

1428

25R

26

GS 3.00°

TCH 54

5 NM Holding Pattern

ETVIW

4100

258°

078°

078°

3000

OJGIL

6 NM

5.7 NM

RW08

5000

YOKXO

114° track

IWA

CATEGORY	A	B	C	D
LPV DA	1394-1 276 (300-1)			
LNAV MDA	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26

SW-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH <b>82211</b> <b>W25B</b>	APP CRS <b>258°</b>	Rwy Idg <b>7800</b> TDZE <b>1126</b> Apt Elev <b>1135</b>
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## RNAV (GPS) Y RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

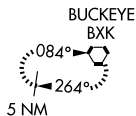
**T** For inoperative MALS/R, increase LPV all Cats visibility to 1¼.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
 DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 5000 direct  
OVNUY and via 261° track to BXK VORTAC  
and hold.

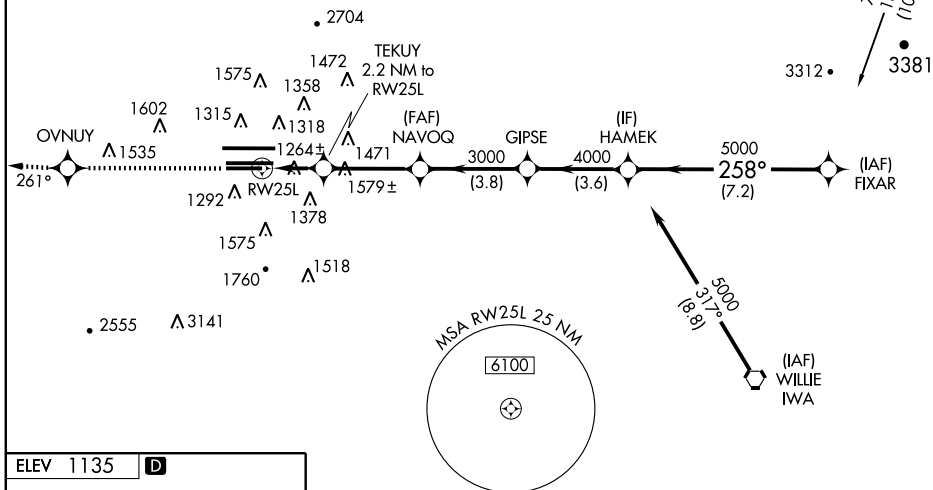
ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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MISSED APCH FIX



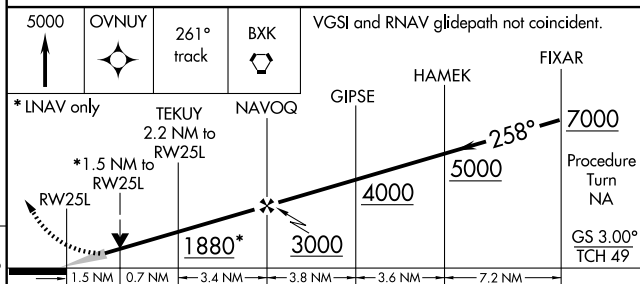
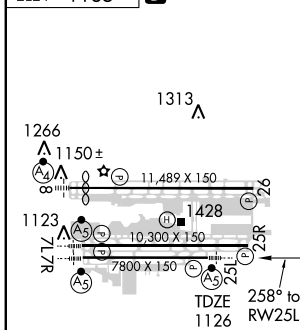
• 2608

Procedure NA for arrivals at ZERLO via V190 northeast bound.



SW-4. 03 JUN 2010 to 01 JUL 2010

ELEV 1135



CATEGORY		A	B	C	D
LPV	DA	1482-3/4 356 (400-3/4)			
LNAV/ VNAV	DA	1613-1 1/4 487 (500-1 1/4)			
LNAV	MDA	1680-1/2 554 (600-1/2)	1680-1 554 (600-1)	1680-1 1/4 554 (600-1 1/4)	
CIRCLING		1740-1 605 (700-1)	1740-1 3/4 605 (700-1 3/4)	1920-2 1/2 785 (800-2 1/2)	


HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26



WAAS CH <b>40022</b> <b>W25A</b>	APP CRS <b>258°</b>	Rwy Idg <b>10300</b> TDZE <b>1134</b> Apt Elev <b>1135</b>
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RNAV (GPS) Y RWY 25R

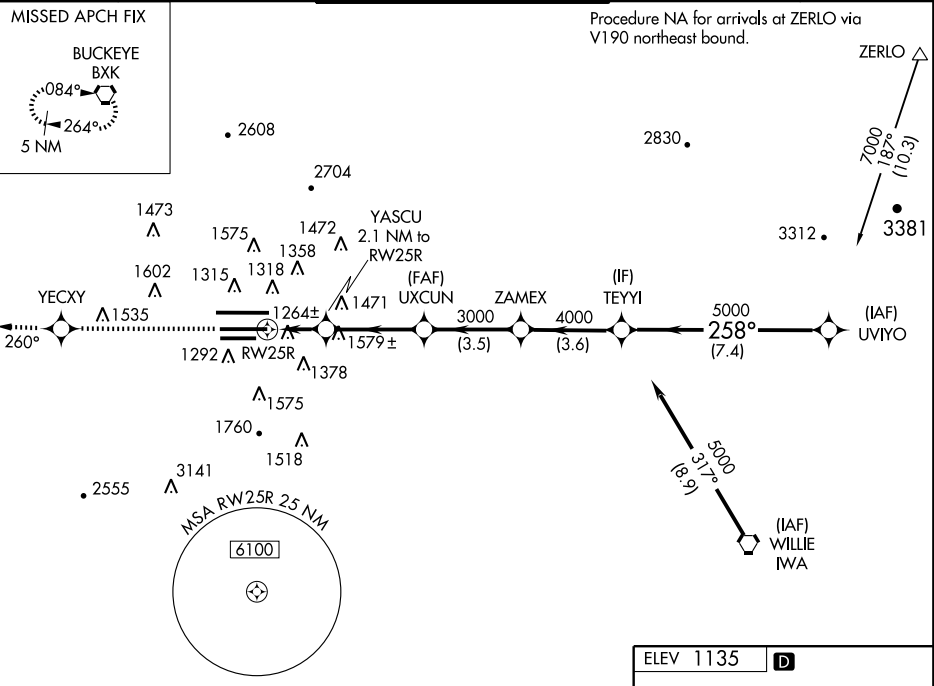
PHOENIX SKY HARBOR INTL (PHX)



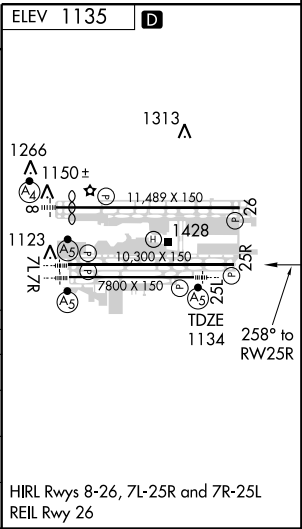
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct YECXY and via 260° track to BXK VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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5000 ↑	YECXY ✦	260° track	BXK ⬡	VGSI and RNAV glidepath not coincident.			
* LNAV only	YASCU 2.1 NM to RW25R	UXCUN	ZAMEX	TEYI	UVIYO	7000	Procedure Turn NA  GS 3.00° TCH 55°
RW25R ↻	* 1.4 NM to RW25R	1860*	3000	4000	5000	258°	
1.4 NM	0.7 NM	3.5 NM	3.5 NM	3.6 NM	7.4 NM		
CATEGORY	A	B	C	D			
LPV DA	1439-1 305 (400-1)						
LNAV/ VNAV DA	1580-1½ 446 (500-1½)						
LNAV MDA	1640-1 506 (600-1)			1640-1½ 506 (600-1½)			
CIRCLING	1740-1 605 (700-1)			1740-1¾ 605 (700-1¾)		1920-2½ 785 (800-2½)	



SW-4. 03 JUN 2010 to 01 JUL 2010

PHOENIX SKY HARBOR INTL (PHX)

**MISSED APPROACH:** Climb to 5000 direct OJIL and via 259° track to BXK VORTAC and hold.

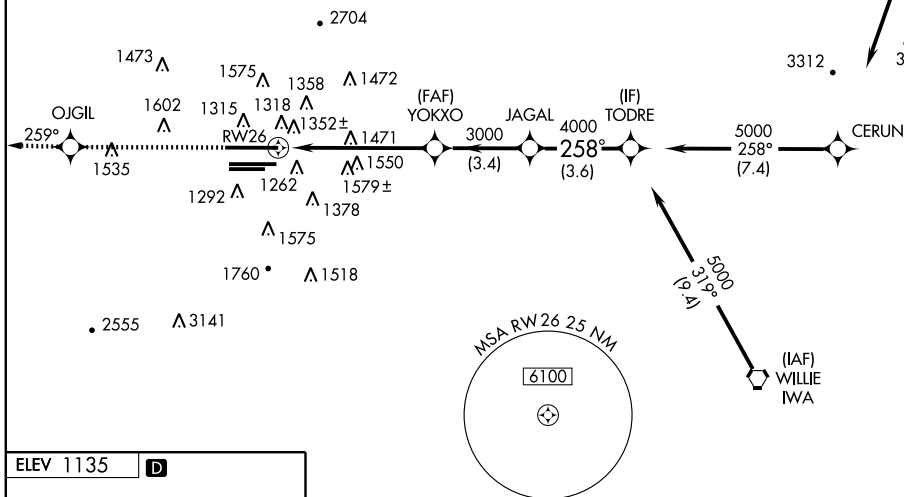
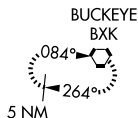
PHOENIX TOWER  
**118.7 278.8** (Rwy 8-26)  
**120.9 254.3** (Rwy 7L-25R, 7R-25L)

GND CON  
119.75 269.2 (N)  
132.55 269.2 (S)

CLNC DEL  
**118.1 269.2**

3982 •

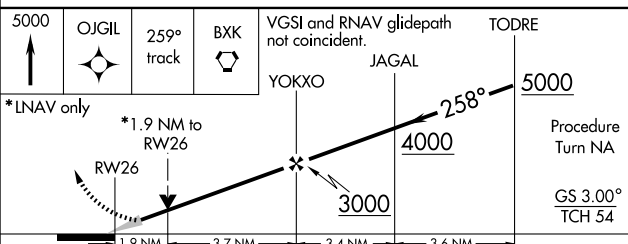
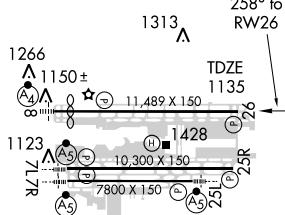
Procedure NA for arrivals at ZERLO  
via V190 northeast bound.



SW-4. 03 JUN 2010 to 01 JUL 2010

ELEV 1135

D



CATEGORY		1.7 NM	3.7 NM	5.4 NM	8.6 NM
		A	B	C	D
LPV	DA	1436-1 301 (400-1)			
LNAV/ VNAV	DA	1659-1 $\frac{3}{4}$ 524 (600-1 $\frac{3}{4}$ )			
LNAV	MDA	1800-1 665 (700-1)	1800-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$ )	1800-2 665 (700-2)	
CIRCLING		1800-1 665 (700-1)	1800-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$ )	1920-2 $\frac{1}{2}$ 785 (800-2 $\frac{1}{2}$ )	

HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26

RNAV (RNP) Z RWY 7L  
PHOENIX SKY HARBOR INTL (PHX)

MALSR	MISSED APPROACH: Climb to 5000 via track 078° to UXCUN and via track 111° to IWA VORTAC and hold.
-------	---

Procedure NA for arrivals at  
BKK VORTAC via V16 westbound.

BUCKEYE  
BKK

5000  
079°  
(25.1)

(IAF)  
AVONA

4000  
090°  
(3.3)

(IF)  
UPNIW

3000  
078°  
(6.1)

(FAF)  
YECXY

1535

078°  
(5.7)

1180±  
RW07L

1315

1575

1358

1472

1318

1471

1262

1579± (7.3)

1292

1575

1760

1518

3141

2555

3650

4512

4160

4354

2608

2704

UXCUN

078°  
(13.9)

MSA RW07L 25 NM

6100

ELEV 1135

MISSED APCH FIX

WILLIE IWA

360°

180°

5 NM

1313

Diagram illustrating the layout of HIRL Runways 8-26, 7L-25R, and 7R-25L. The diagram shows the relative positions of the runways and associated navigation aids. Key features include:

- Runway 8-26:** Located at the top of the diagram.
- Runway 7L-25R:** Located in the middle of the diagram.
- Runway 7R-25L:** Located at the bottom of the diagram.
- Navigation Aids:** Various symbols (circles with letters like A, S, W, U, P) are placed along the runways, indicating specific navigation points or lights.
- Distances:** Distances between points are marked, such as 11,489 X 150, 10,300 X 150, and 7800 X 150.
- Angles:** An angle of 078° is indicated relative to RW07L.
- Other Labels:** Labels like TDZE 1116, 1266, 1313, 1150 ±, 1123, 1428, and 25 are present.

HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**


SW-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	<b>7800</b>
<b>078°</b>	TDZE	<b>1116</b>
	Apt Elev	<b>1135</b>

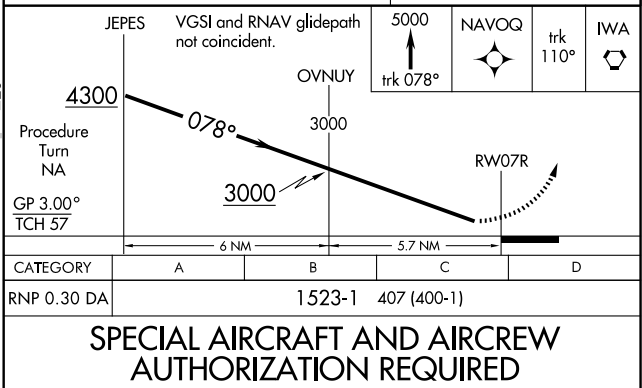
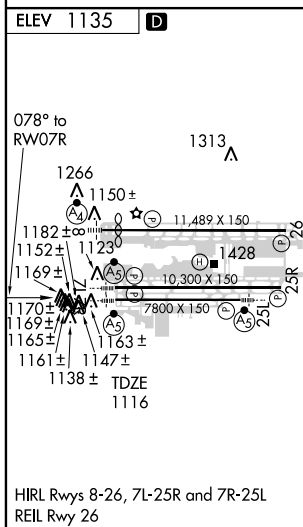
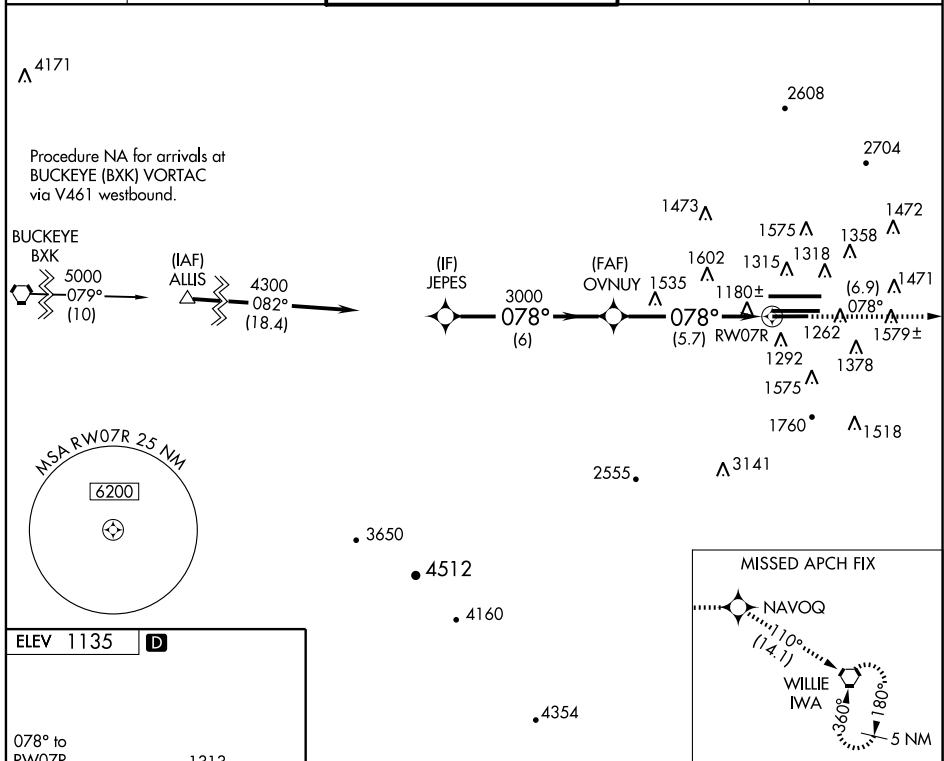
# RNAV (RNP) Z RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

**GPS required.**  
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F)  
or above 46°C (116°F).  
For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

**MALSR**  
  
**MISSED APPROACH:** Climb to 5000  
via track 078° to NAVOQ and via track  
110° to IWA VORTAC and hold.


ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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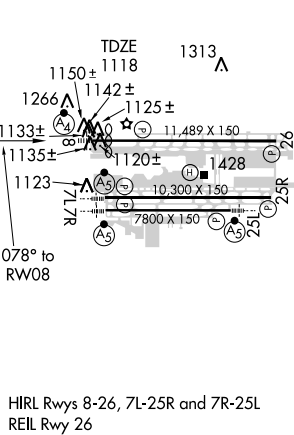
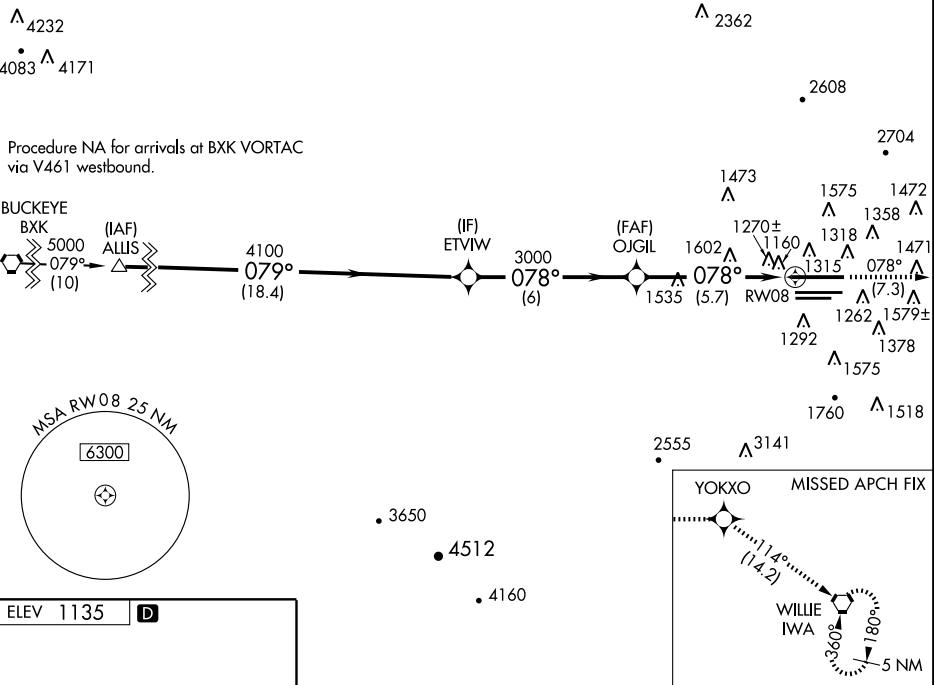
APP CRS	Rwy Idg	<b>10591</b>
<b>078°</b>	TDZE	<b>1118</b>
	Apt Elev	<b>1135</b>

# **RNAV (RNP) Z RWY 8** PHOENIX SKY HARBOR INTL (PHX)

**GPS required. Visibility reduction by helicopters NA.**  
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).  
For inoperative MALSF, increase RNP 0.13 all Cats visibility to 1¼, and RNP 0.30 all Cats visibility to 1¾.

**MALSF**  
  
**MISSED APPROACH:** Climb to 5000 via track 078° to YOKXO and via track 114° to IWA VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2 (N)</b> <b>132.55 269.2 (S)</b>	CLNC DEL <b>118.1 269.2</b>
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VGSI and RNAV glidepath not coincident.				
ALLIS	ETVIW	OJGIL	RW08	
5000	4100	3000		
GP 3.00°				
TCH 54				
18.4 NM	6 NM	5.7 NM		
CATEGORY	A	B	C	D
RNP 0.13 DA	1478-1	360 (400-1)		
RNP 0.30 DA	1603-1½	485 (500-1½)		

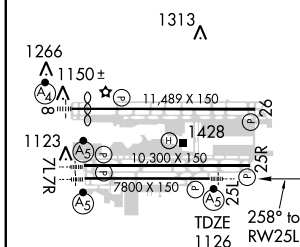
**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**



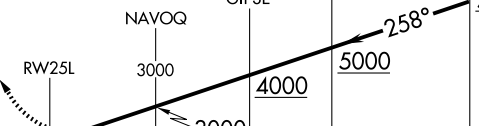
SW-4. 03 JUN 2010 to 01 JUL 2010

RNAV (RNP) Z RWY 25L  
PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 via track 258° to OVNUY and via track 261° to BXK VORTAC and hold.

**D**



5000 ↑ trk 258°	OVNUY 	trk 261° 	VGSI and RNAV glidepath not coincident.		FIXAR
					Procedure Turn NA  GP 3.00° TCH 49°
CATEGORY	A		B	C	D
RNP 0.11 DA			1617-1¼	491 (500-1¼)	
RNP 0.30 DA			1664-1½	538 (600-1½)	

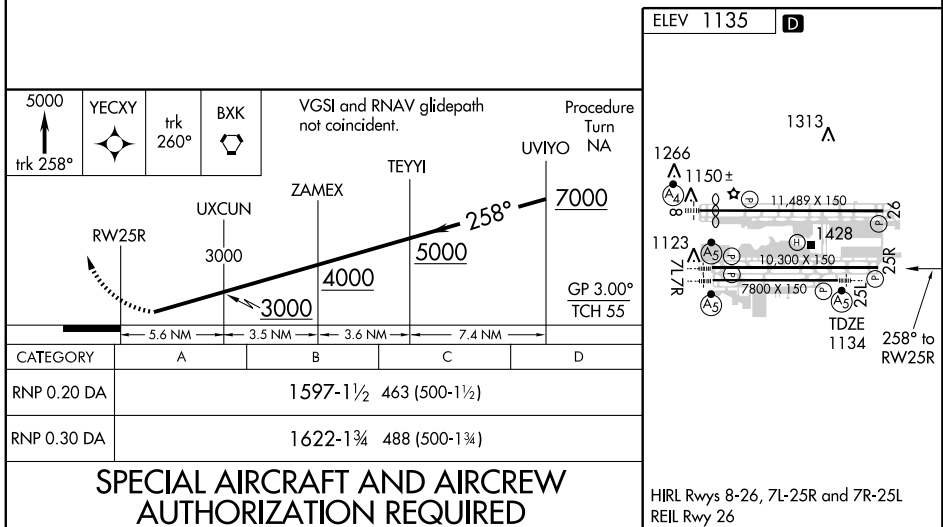
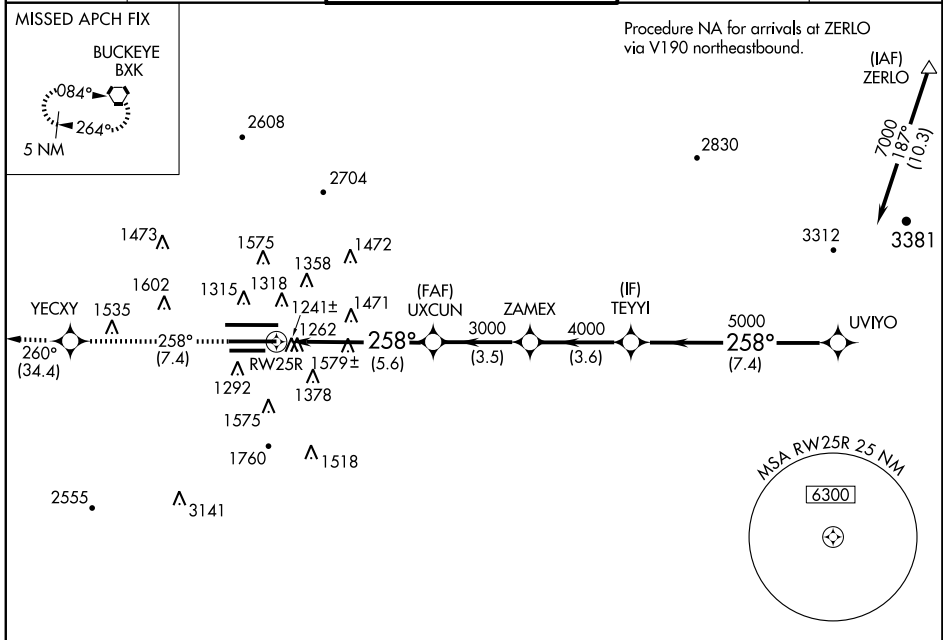
**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

▼

Visibility reduction by helicopters NA. GPS required.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (34°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 5000 via track 258° to  
YECXY and via track 260° to BXX VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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SW-4, 03 JUN 2010 to 01 JUL 2010





## SILOW ONE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

PHOENIX TOWER

118.7 278.8 (Rwys 7L-25R, 7R-25L)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45

BRYCE CANYON  
112.8 BCE  
Chan 75  
N37°41.35'  
W112°18.23'  
L-9, H-3

DOVE CREEK  
114.6 DVC  
Chan 93  
N37°48.53'  
W108°55.88'  
L-9, H-3

RATTLESNAKE  
115.3 RSK  
Chan 100  
N36°44.90'  
W108°05.93'  
L-8, H-4

GRAND CANYON  
113.1 GCN  
Chan 78  
N35°57.62'  
W112°08.76'

FLAGSTAFF  
113.85 FLG  
Chan 85 (Y)  
N35°08.83'  
W111°40.45'

WINSLOW  
112.6 INW  
Chan 73  
N35°03.70'  
W110°47.70'

## TAKE-OFF MINIMUMS

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

## TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building

## DEPARTURE OBSTACLES

Rwy 7L/7R/8: 1475 Mountain peak

Rwy 25L/25R/26: 3047 tower

SILOW  
N34°32.63'  
W111°32.03'  
15000

- NOTE: SILOW Departure restricted to turbojet and turboprop aircraft only.
- NOTE: DVC Transition for turboprops only.
- NOTE: Aircraft filing over CIM and GCK file ST JOHNS Departure.
- NOTE: Aircraft filing over GCN, expect FL280 or below until GCN.
- NOTE: FLG Transition for FLG or PGA arrivals only.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 03 JUN 2010 to 01 JUL 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

....Expect radar vectors to PXR R-006 to SILOW INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BRYCE CANYON TRANSITION (SILOW1.BCE): From over SILOW INT via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, then via GCN R-341 and BCE R-161 (V257) to BCE VORTAC.

DOVE CREEK TRANSITION (SILOW1.DVC): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (SILOW1.FLG): From over SILOW INT via FLG R-155 to FLG VOR/DME.

RATTLESNAKE TRANSITION (SILOW1.RSK): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-038 and RSK R-219 (V95/J44) to RSK VORTAC.

## SMALL ONE DEPARTURE (RNAV)

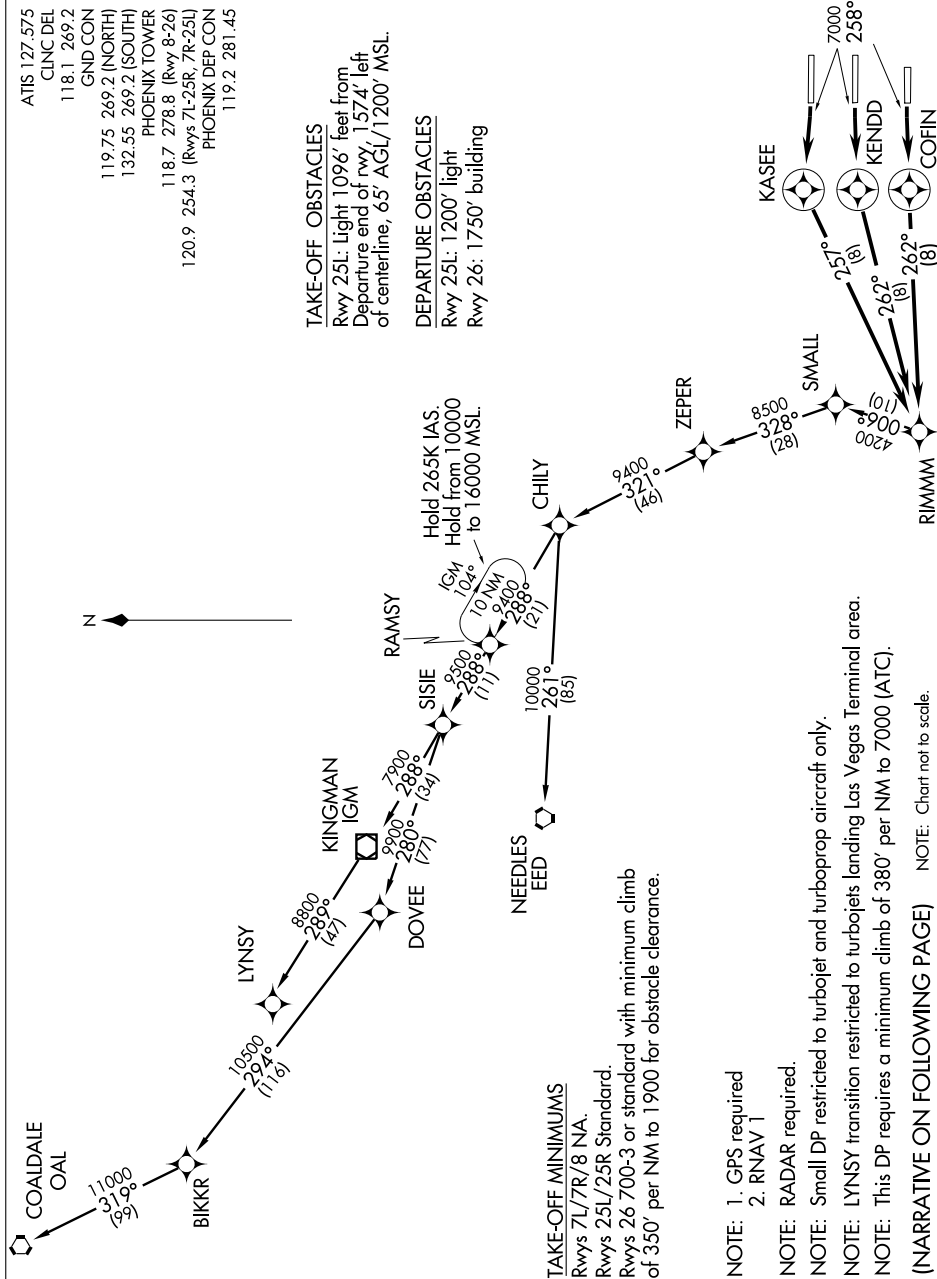
ATIS 127.575  
CLINC DEL  
118.1 269.2  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
20.9 254.3 (Rwys 7L+25R, 7R+25L)  
PHOENIX DEP CON  
119.2 281.45

## TAKE-OFF OBSTACLES

Rwy 25L: Light 1096' feet from  
Departure end of rwy, 1574' left  
of centerline, 65' AGL/1200' MSL.

## DEPARTURE OBSTACLES

Rwy 25L: 1200' light  
Rwy 26: 1750' building



## TAKE-OFF MINIMUMS

Rwys 7L/7R/8 NA.

Rwys 25L/25R Standard.

Rwys 26 700-3 or standard with minimum climb of 350' per NM to 1900 for obstacle clearance.

NOTE: 1. GPS required  
2. RNAV 1

NOTE: RADAR required.

**NOTE:** Small DP restricted to turbojet and turboprop aircraft only.

NOTE: LYNBY transition restricted to turbojets landing Las Vegas Terminal area.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## SMALL ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then via 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then VIA 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then via 257° track to RIMMM, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (SMALL1.OAL)

LYNSY TRANSITION (SMALL1.LYNSY)

NEEDLES TRANSITION (SMALL1.EED)

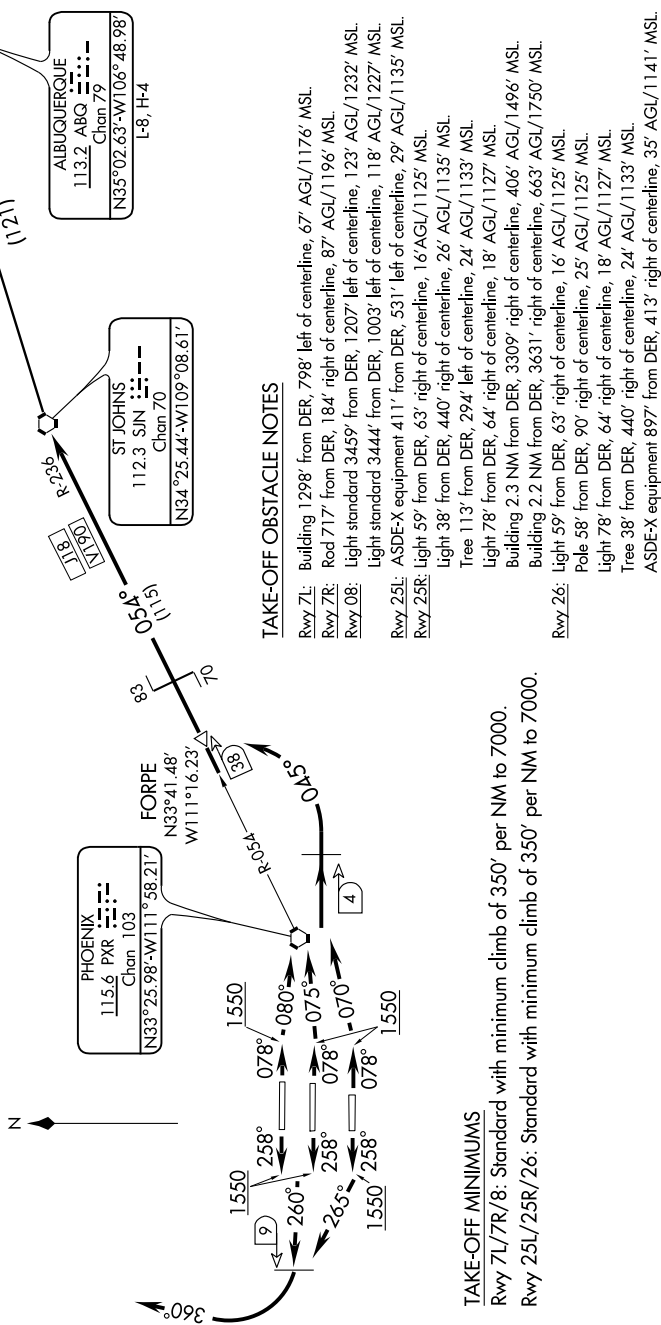
## ST. JOHNS FIVE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR (PHX)  
PHOENIX, ARIZONA

NOTE: ST JOHNS DEPARTURE restricted to turbojet and turboprop aircraft only.  
 NOTE: Aircraft filing over ALS, RSK and points north of ALS file SILOW DEPARTURE.  
 NOTE: Aircraft filing over CIM, LVS and GCK file ST JOHNS DEPARTURE.  
 NOTE: Aircraft filing over ACH, LBL, ONW, CNX, PNH, MMB, TCC, IRW, and TXO file MAXXO DEPARTURE.  
 NOTE: DME and RADAR required.

ATIS 127.575  
 CLNC DEL  
 118.1 269.2  
 GND CON  
 119.75 269.2 (NORTH)  
 132.55 269.2 (SOUTH)  
 PHOENIX TOWER  
 118.7 278.8 (Rwy 8-26)  
 120.9 254.3 (Rwys 7L-25R, 7R-25L)  
 PHOENIX DEP CON  
 119.2 281.45



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ST. JOHNS FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

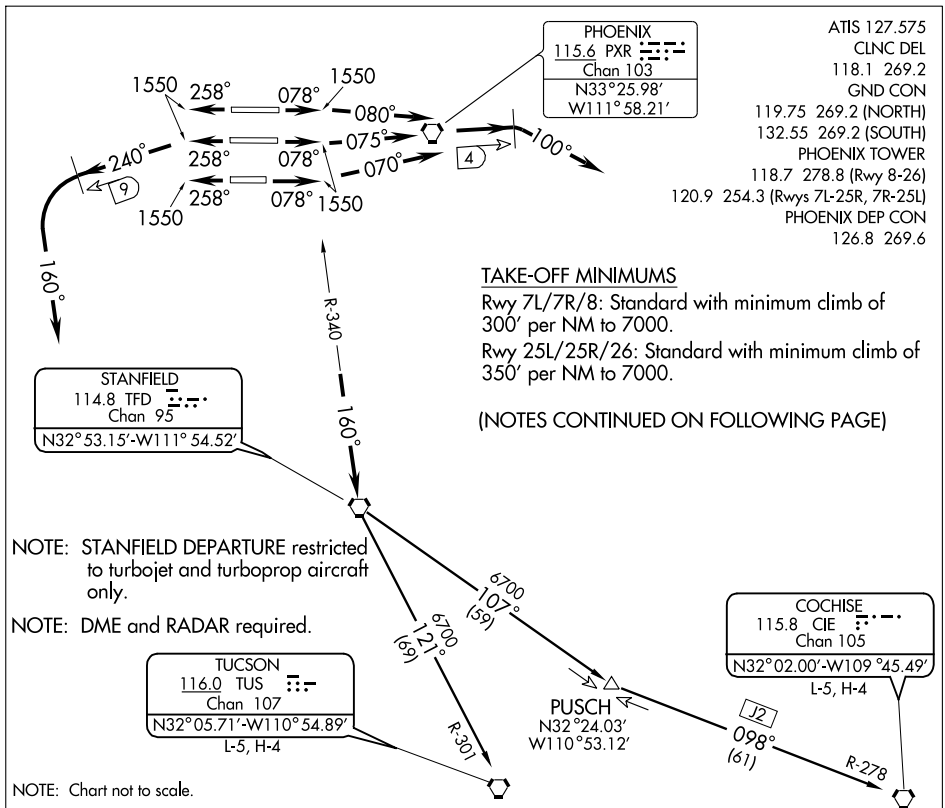
TAKE-OFF RUNWAY 25R/26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

TAKE-OFF RUNWAY 25L: Climb via 258° heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

. . . .via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN5.ABQ): From over SJN VORTAC via SJN R-059 and ABQ R-240 to ABQ VORTAC.

## STANFIELD TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 8:** Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKE-OFF RUNWAY 7L:** Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKE-OFF RUNWAY 7R:** Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKE-OFF RUNWAY 25L/25R/26:** Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

**LOST COMMUNICATIONS:** Expect filed altitude 3 minutes after departure.

**COCHISE TRANSITION (TFD2.CIE):** From over TFD VORTAC via TFD R-107 to PUSCH INT, then via CIE R-278 to CIE VORTAC.

**TUCSON TRANSITION (TFD2.TUS):** From over TFD VORTAC via TFD R-121 and TUS R-301 to TUS VORTAC.

## STANFIELD TWO DEPARTURE

## TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

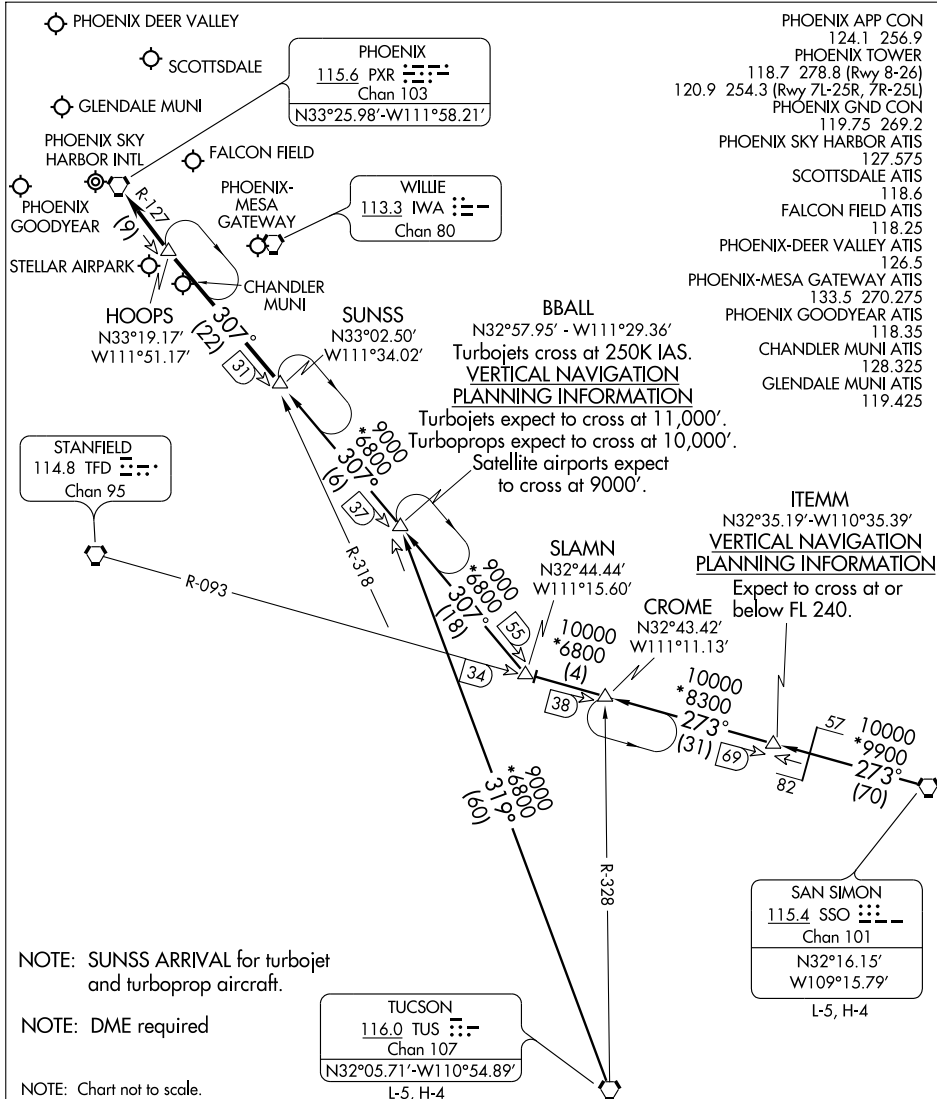
Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.





**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

(VANZZ1.VANZZ) 09127

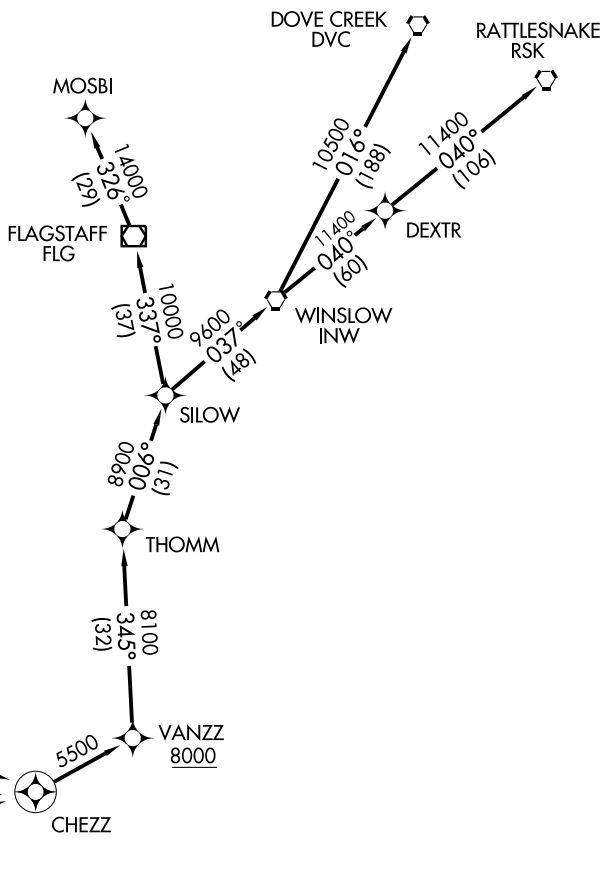
SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

# VANZZ ONE DEPARTURE (RNAV)

ATIS 127.575  
CLNC DEL  
118.1 269.2  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)  
PHOENIX DEP CON  
119.2 281.45



## TAKE-OFF OBSTACLES

Rwy 7R: ROD 717, feet  
from Departure end of rwy,  
184' feet left of centerline,  
61' AGL/1196' MSL.

## TAKE-OFF MINIMUMS

Rwys 25L/25R/26: NA  
Rwys 7L/7R/8 standard

NOTE: 1. GPS required  
2. RNAV 1

NOTE: RADAR required.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: VANZZ DP restricted to turbojet and turboprop aircraft only.

NOTE: FLG transition for FLG and PGA arrivals only.

NOTE: Aircraft filing over CIM, FTI, or GCK file CHEZZ or RIMM DP, ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC,  
BGD, IRW and TXO file CHEZZ or DSERT DP, DRYHT TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 03 JUN 2010 to 01 JUL 2010

## VANZZ ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then VIA 074° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

DOVE CREEK TRANSITION (VANZZ1.DVC)

FLAGSTAFF TRANSITION (VANZZ1.FLG)

MOSBI TRANSITION (VANZZ1.MOSBI)

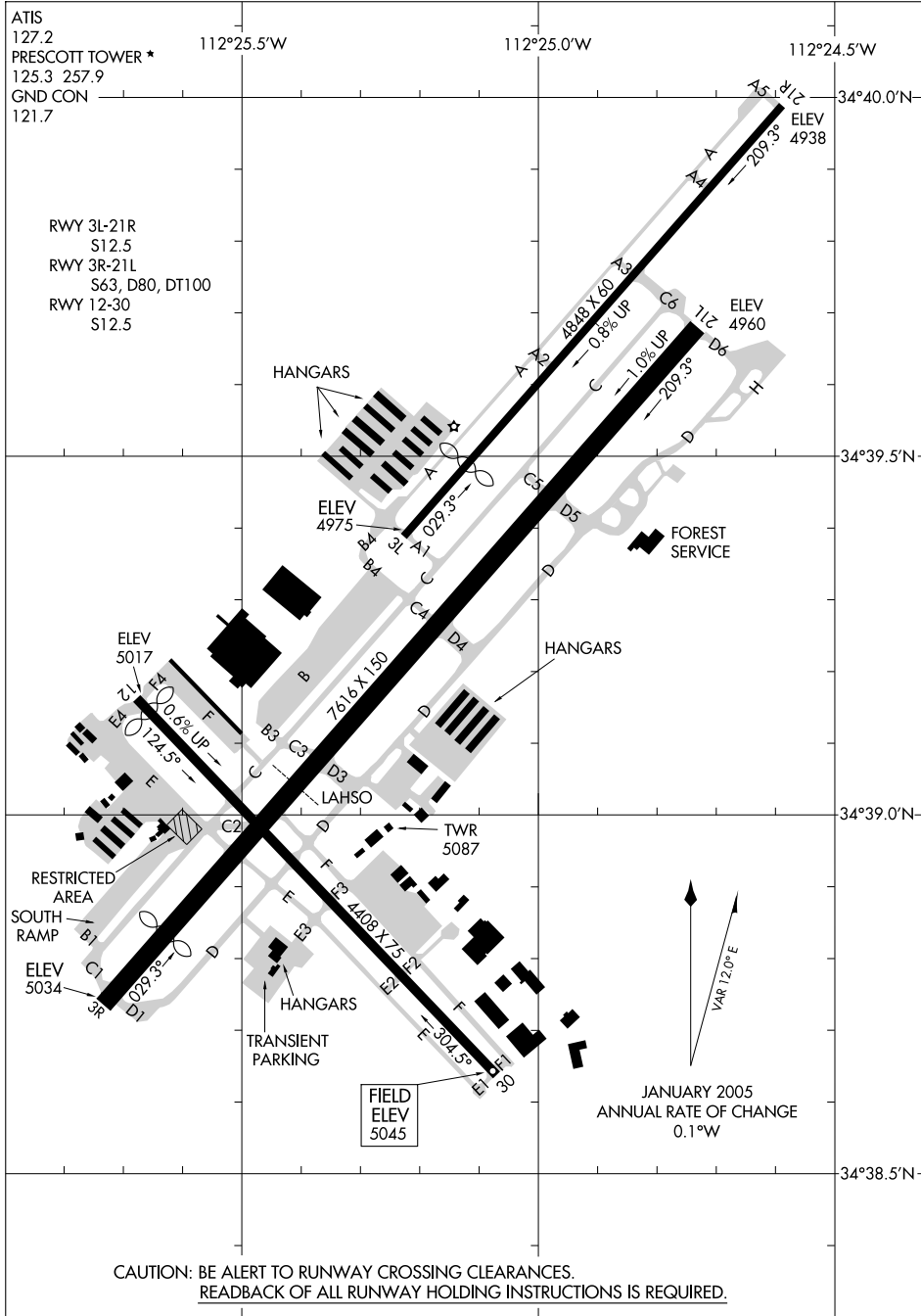
RATTLESNAKE TRANSITION (VANZZ1.RSK)

# AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

PRESCOTT, ARIZONA



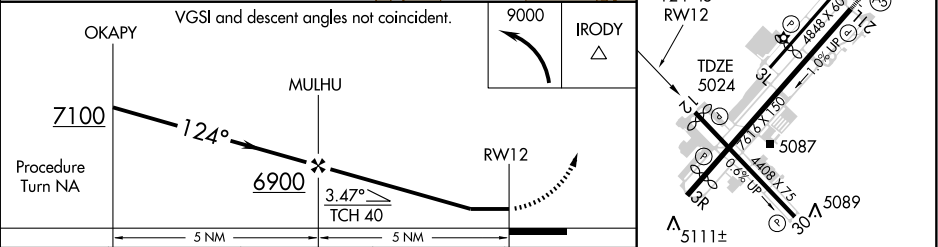
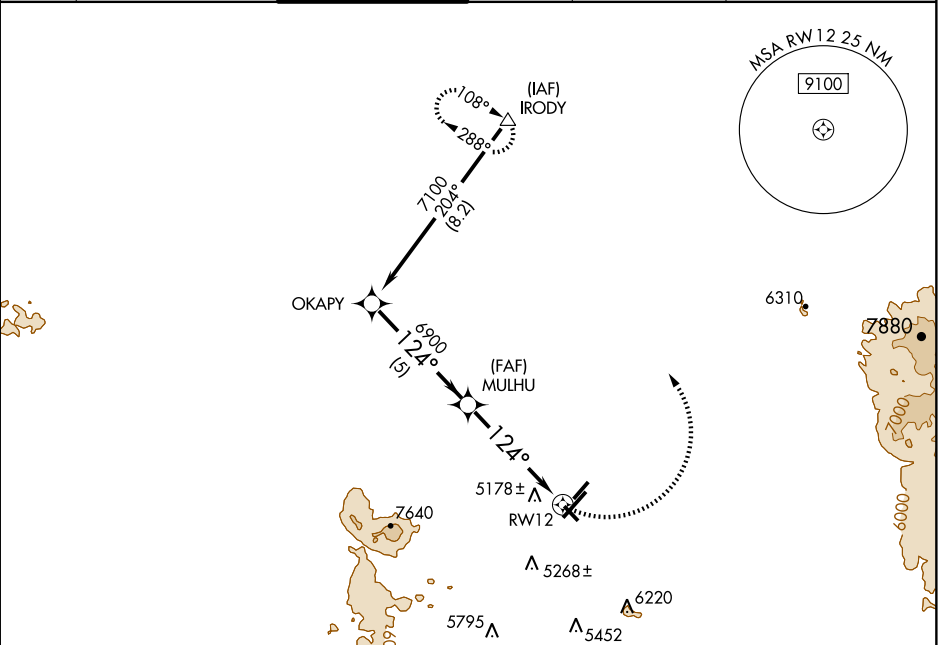
GPS RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

APP CRS	Rwy Idg	4258
124°	TDZE	5024
	Apt Elev	5045

 NA	MISSED APPROACH: Climbing left turn to 9000 direct IRODY WP and hold.
---	---

ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 (12-30) 125.3 (CTAF) (3R-21L)
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CATEGORY	A	B	C	D
S-12	5440-1	416 (400-1)	5440-1¼	416 (400-1¼)
CIRCUING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R

MIRL Rwy 3R-21L and 12-30

REIL Rwy 3R, 12, 21L and 30

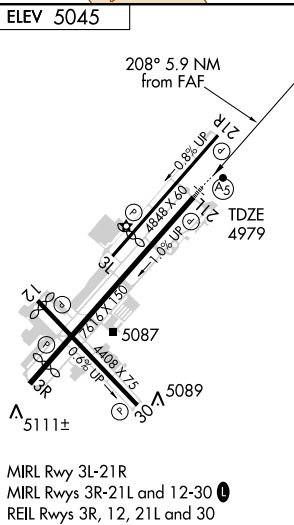
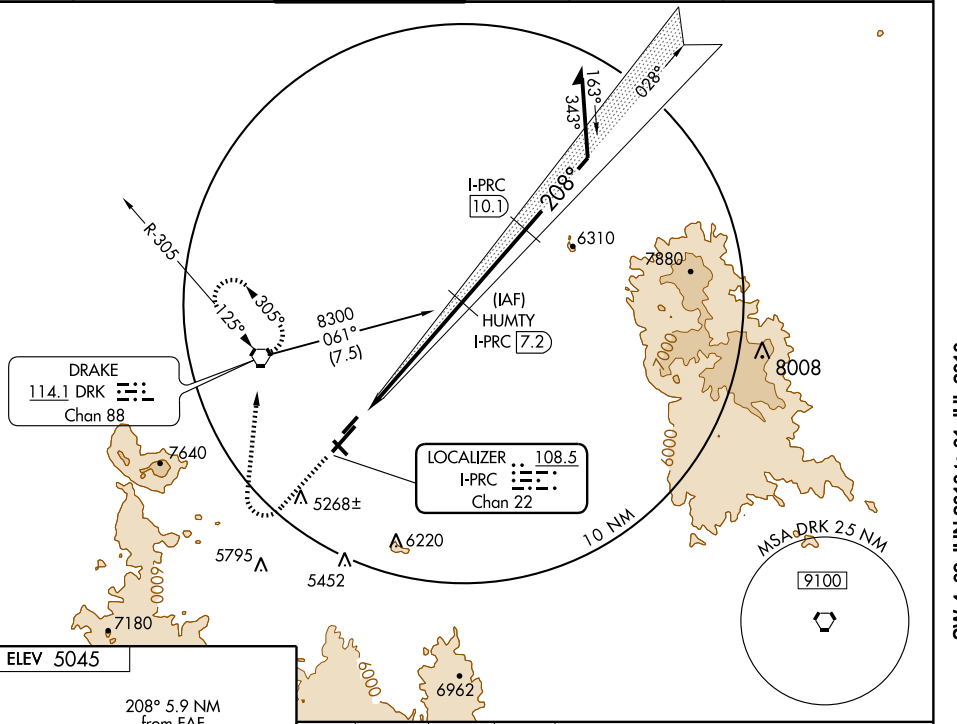
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MALSR

MISSED APPROACH: Climb to 5600, then climbing right turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 (12-30)
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	125.3 (CTAF) (3R-21L)



5600

9000

DRK R-305

DRK 114.1

HUMTY I-PRC 7.2

Use I-PRC DME when on LOC course.

Remain within 10 NM

028°

208°

8300

6906

7863

7900

7100\*

\*LOC only

5.9 NM

2.9 NM

GS 3.00°

TCH 50

CATEGORY	A	B	C	D
S-ILS 21L	5179-½		200 (200-½)	
S-LOC 21L	5380-½ 401 (400-½)		5380-¾ 401 (400-¾)	
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

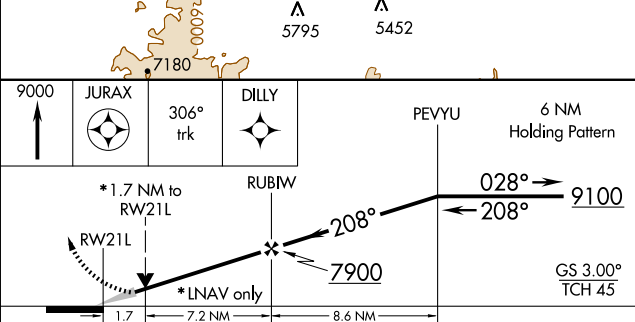
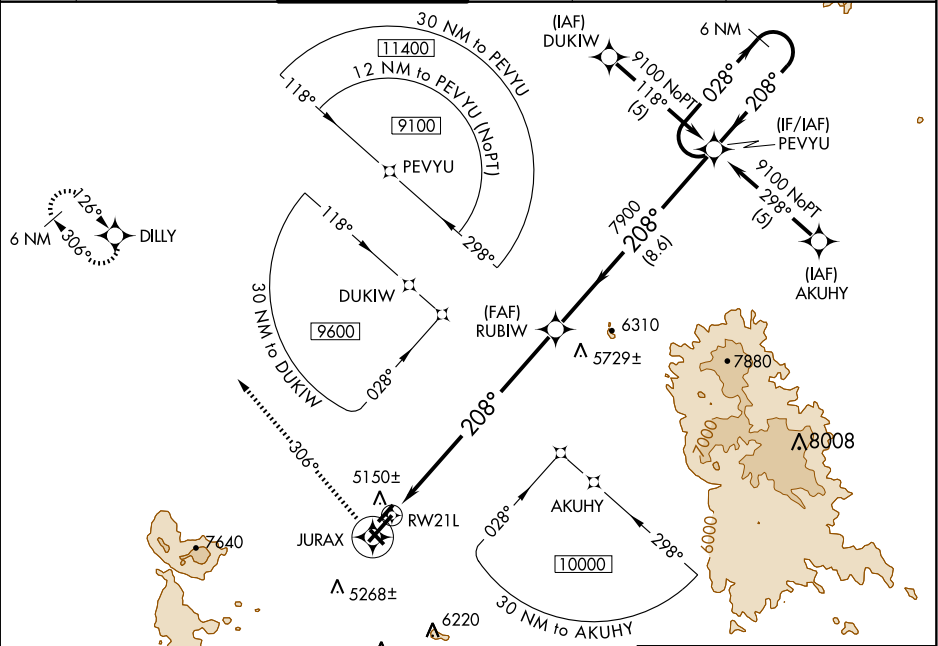
SW-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH <b>40002</b> <b>W21A</b>	APP CRS <b>208°</b>	Rwy Idg TDZE Apt Elev <b>7616</b> <b>4979</b> <b>5045</b>
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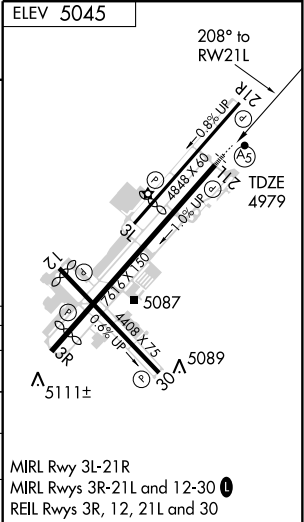
# RNAV (GPS) RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

<div><div><div></div><div></div></div><div>DME/DME RNP-0.3 NA. Baro-VNAV NA below -25°C (-13°F).</div></div>		<div><div>MALSR</div><div><div><div></div><div></div></div><div></div></div></div>	MISSED APPROACH: Climb to 9000 direct JURAX and via 306° track to DILLY and hold.		
ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 (12-30) 125.3 (CTAF) (3R-21L)



CATEGORY	A	B	C	D
LPV DA	5230-½ 251 (200-½)			
LNAV/VNAV DA	5380-1 401 (400-1)			
LNAV MDA	5560-½ 581 (600-½)	5560-1 581 (600-1)	5560-1¼ 581 (600-1¼)	5560-1½ 581 (600-1½)
CIRCLING	5560-1½ 515 (600-1½)	5560-1½ 615 (700-1½)	5720-2 675 (700-2)	6000-3 955 (1000-3)

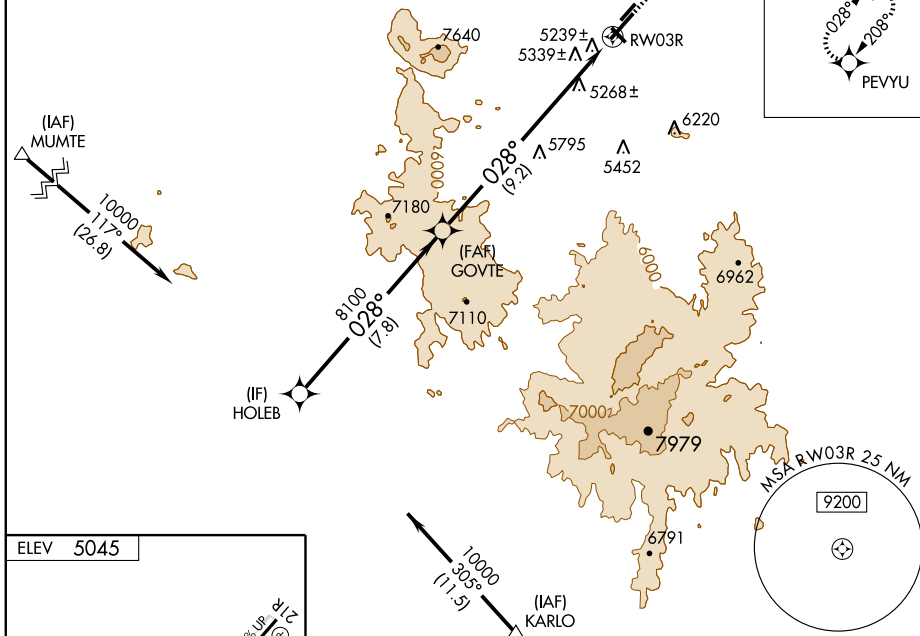


**RNAV (RNP) RWY 3R**  
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

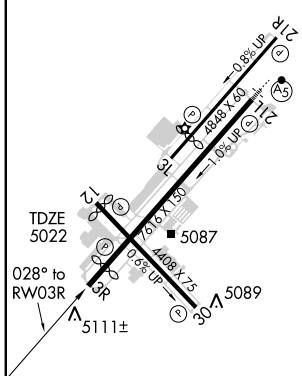
**MISSED APPROACH:** Climb to 9100 via track 028° to PEVYU and hold.

Procedure NA for arrival at KARLO via V105 southeast bound, and for arrival at MUMTE via V12 southwest bound.

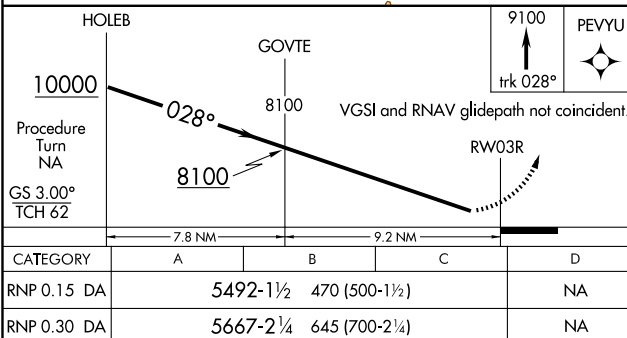
MISSED APCH FIX



ELEV 5045



MIRL Rwy 3L-21R  
MIRL Rwys 3R-21L and 12-30 **L**  
REIL Rwys 3R, 12, 21L and 30



**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**



VOR RWY 12

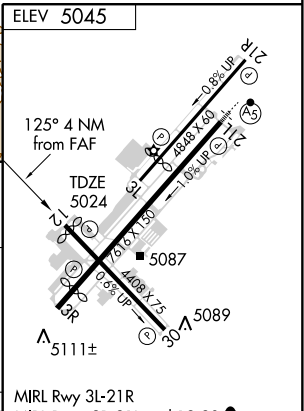
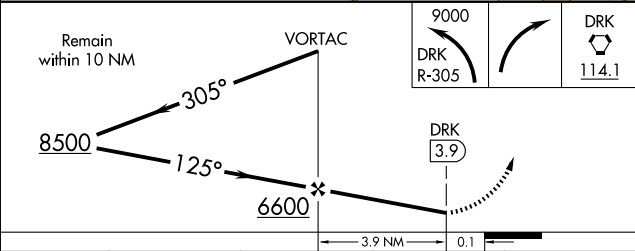
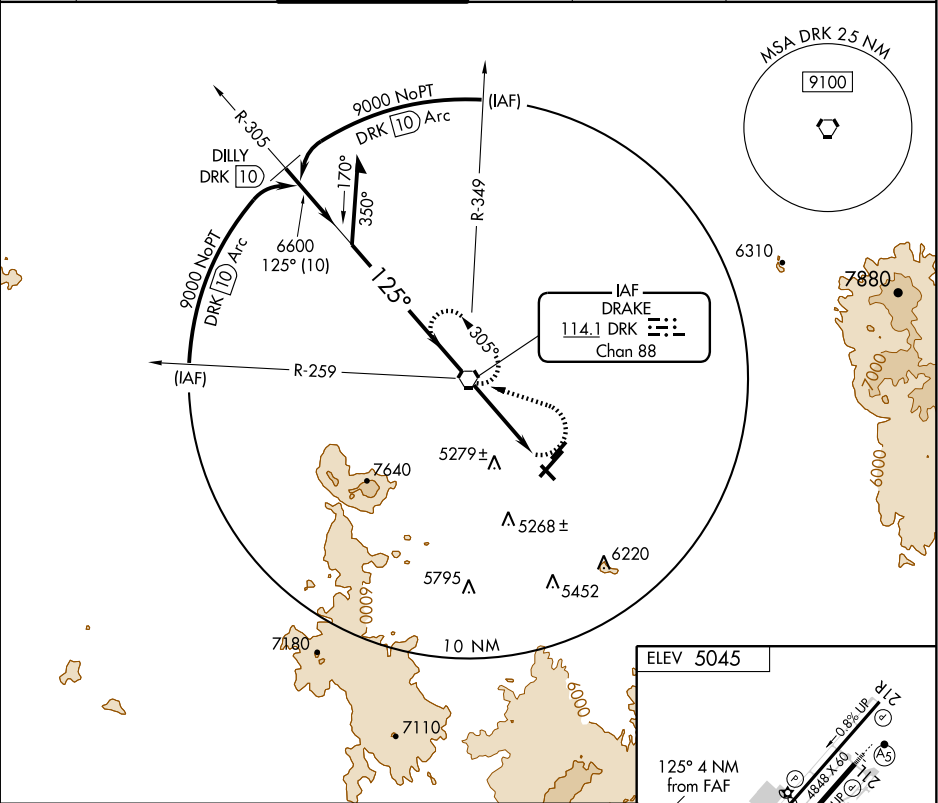
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

VORTAC DRK	APP CRS	Rwy Idg	2528
114.1	125°	TDZE	5024
Chan 88		Apt Elev	5045



MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 0 (12-30)
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	125.3 (CTAF) 0 (3R-21L)



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-12	5540-1	516 (500-1)	5540-1½	5540-1¾	Min:Sec	3:54	2:36	1:57	1:34	1:18
CIRCUING	5540-1	5580-1	5720-2	5940-3						
	495 (500-1)	535 (600-1)	675 (700-2)	895 (900-3)						

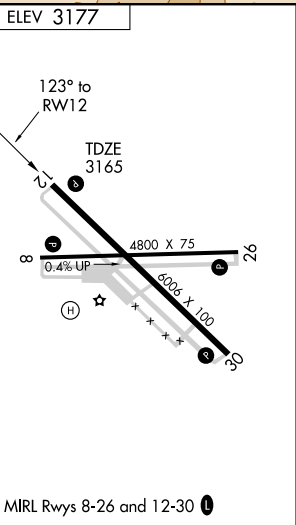
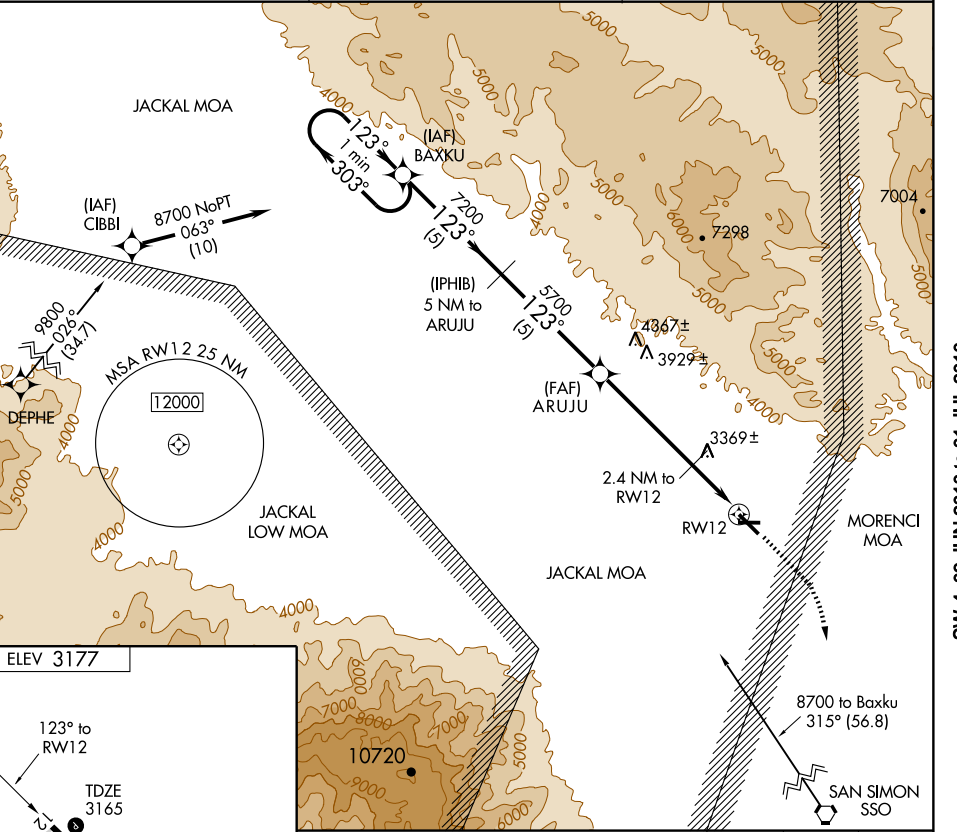
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NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

BAXKU

(IPHIB) 5 NM to ARUJU

ARUJU

2.4 NM to RW12

4000

8700

SSO

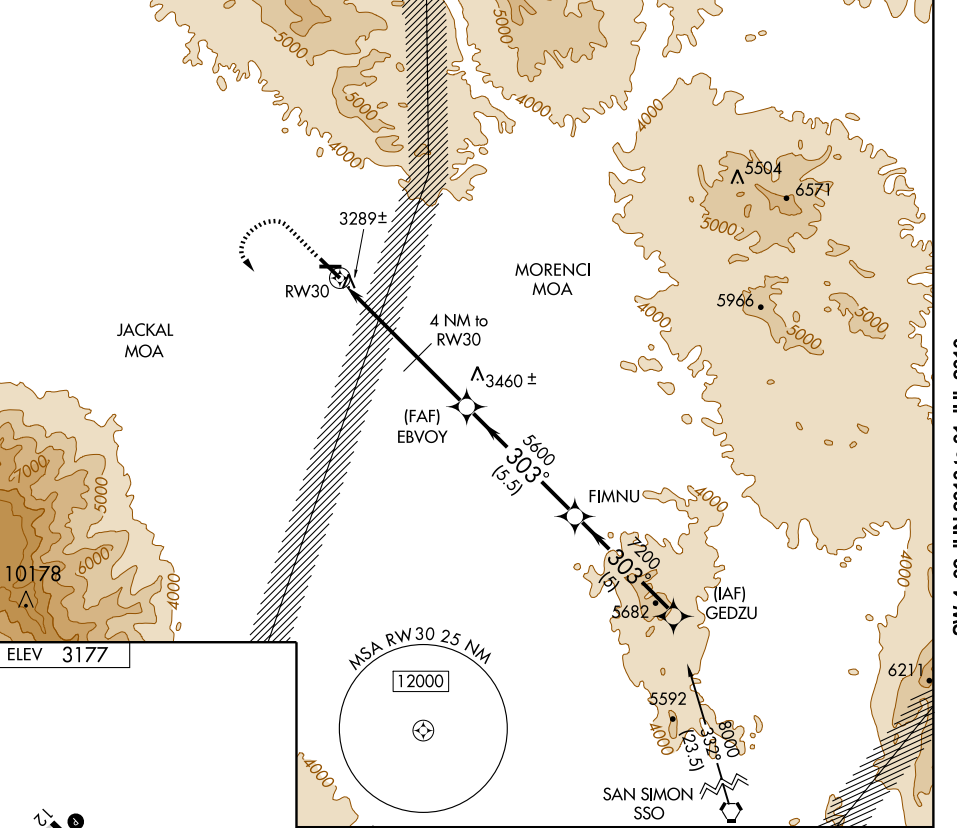
	8700	303°	123°	7200	5700	4080	
				5 NM	5 NM	4.6 NM	2.4 NM
CATEGORY	A	B	C	D			
S-12	3560-1	395 (400-1)	NA				
CIRCLING	3720-1 543 (600-1)	3760-1 583 (600-1)	NA				

SW-4. 03 JUN 2010 to 01 JUL 2010

NA

MISSED APPROACH: Climb to 4000 then climbing left turn to 8700 direct SSO VORTAC.

ASOS <b>124.175</b>	ALBUQUERQUE CENTER <b>134.45 327.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	--	---------------------------------



4000
8700
SSO

FIMNU
GEDZU

EBVOY

RW30

FIMNU
GEDZU

4660
5600
7200
7800

4 NM to RW30
4 NM
2.5 NM
5.5 NM
5 NM

CATEGORY
S-30
CIRCLING

A
3540-1
3720-1
543 (600-1)

B
373 (400-1)
3760-1
583 (600-1)

C
NA

D
NA

4800 X 75
6006 X 100

0.4% UP

TDZE 3167

303° to RW30

MIRL Rwy 8-26 and 12-30 0

SW-4. 03 JUN 2010 to 01 JUL 2010

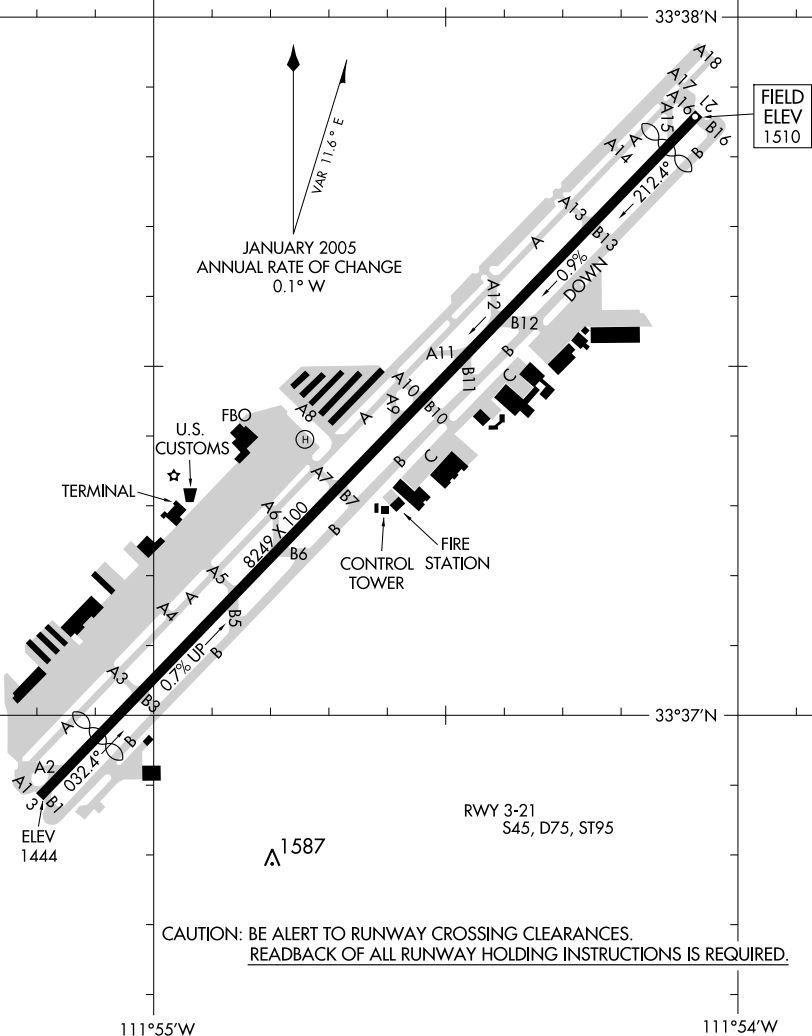
# AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

ATIS  
 118.6  
 SCOTTSDALE TOWER ★  
 119.9  
 GND CON  
 121.6  
 CLNC DEL  
 124.8

D



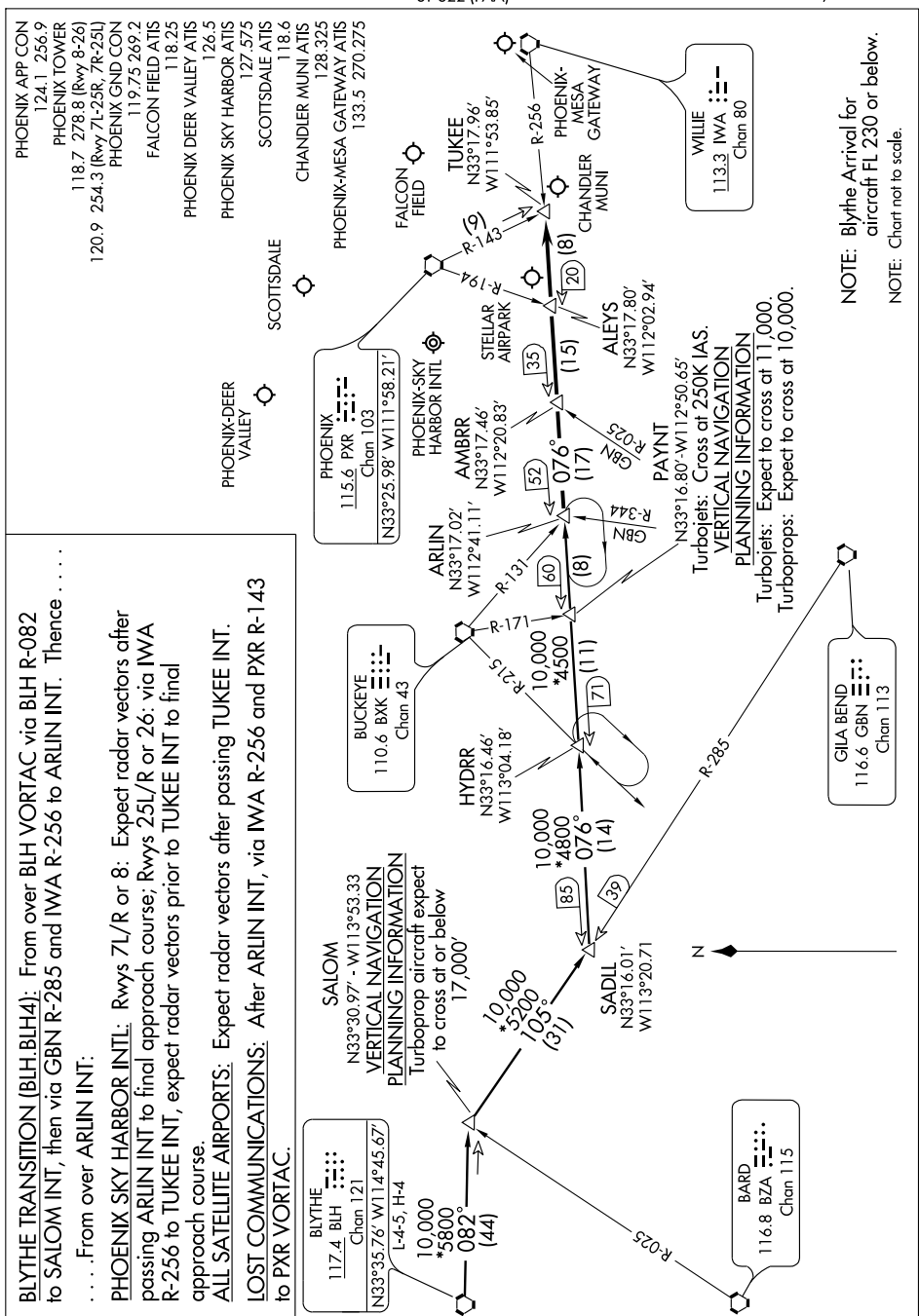
SW-4, 03 JUN 2010 to 01 JUL 2010



# BLYTHE FOUR ARRIVAL

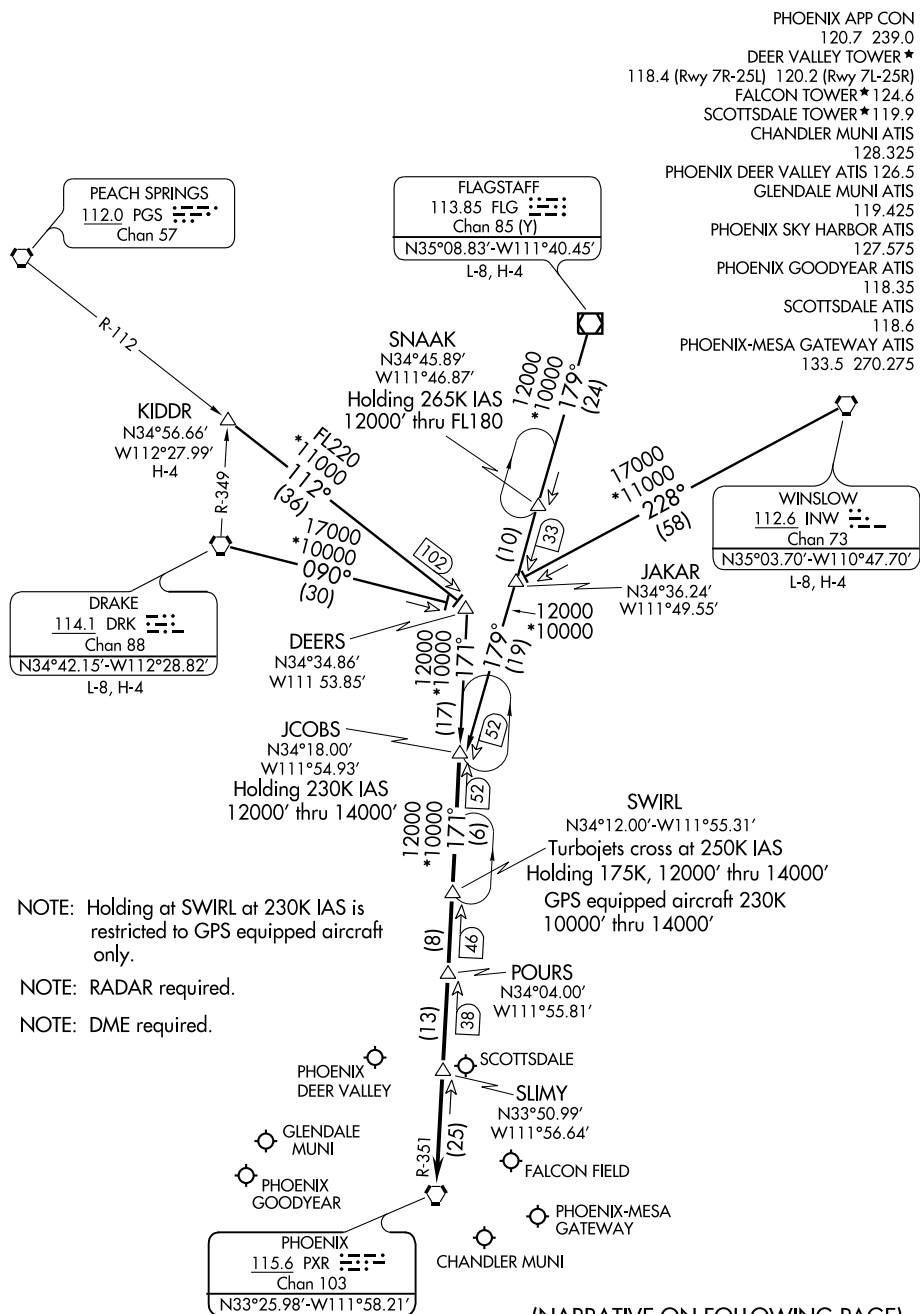
ST-322 (FAA)

PHOENIX, ARIZONA



## JCOPS TWO ARRIVAL

SCOTTSDALE, ARIZONA



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

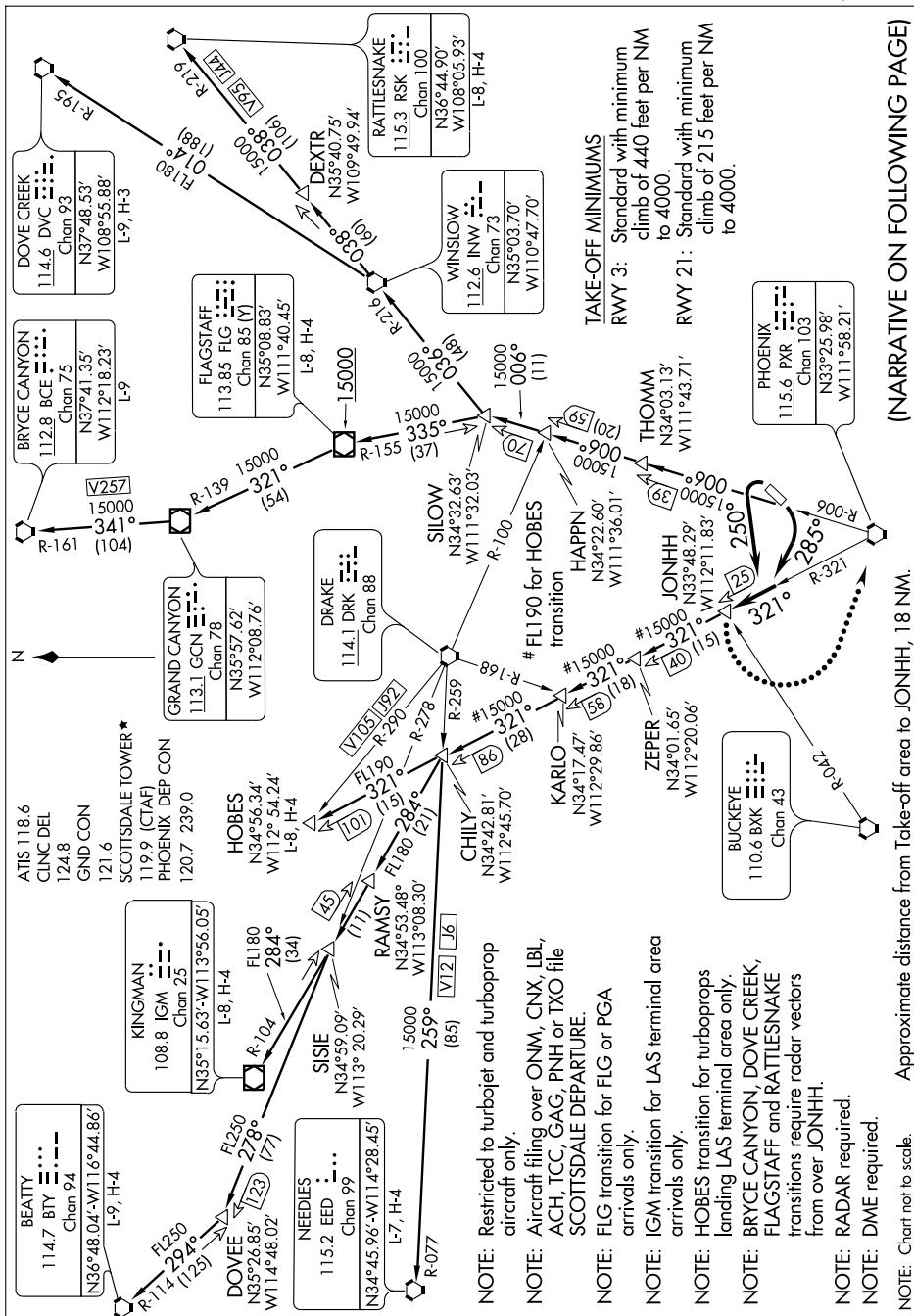
KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.





(NARRATIVE ON FOLLOWING PAGE)

Approximate distance from Take-off area to JONHH, 18 NM.

SW-4 03 JUN 2010 to 01 JUL 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

. . . . Via assigned transition.

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH1.BTY): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, and then via BTY R-114 to BTY VORTAC.

BRYCE CANYON TRANSITION (JONHH1.BCE): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, and then via GCN R-341 and BCE R-161 to BCE VORTAC.

DOVE CREEK TRANSITION (JONHH1.DVC): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (JONHH1.FLG): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT and via FLG R-155 to FLG VOR/DME.

HOBES TRANSITION (JONHH1.HOBES): From over JONHH INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH1.IGM): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH1.EED): From over JONHH INT via PXR R-321 to CHILY INT, then via DRK R-259 and EED R-077 to EED VORTAC.

RATTLESNAKE TRANSITION (JONHH1.RSK): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-038 and RSK R-219 to RSK VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree, 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard, 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

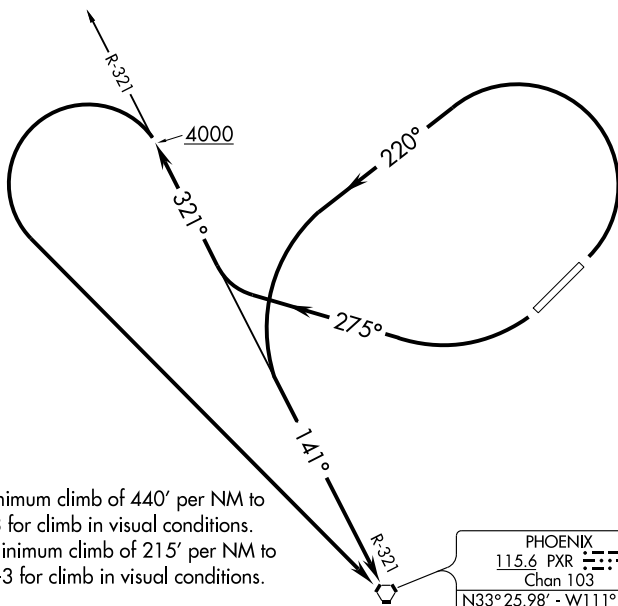
Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

## MARICOPA ONE DEPARTURE (OBSTACLE)

ATIS 118.6  
 PRESCOTT RADIO  
 122.6  
 SCOTTSDALE TOWER ★  
 119.9 (CTAF)  
 PHOENIX DEP CON  
 120.7 239.0

TAKE-OFF MINIMUMS

- Rwy 3: Standard with minimum climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions.  
 Rwy 21: Standard with minimum climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

- Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.  
 Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.  
 Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.  
 Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.  
 Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.  
 Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.  
 Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.  
 Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.
- Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.  
 Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.  
 Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.  
 Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.  
 Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence... or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

TAKE-OFF RUNWAY 21: Climbing right turn to 4000 via heading 275° and PXR R-321 northwest bound, when established on PXR R-321 northwest bound and reaching 4000, left turn direct PXR VORTAC. Thence... or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

...Continue climb on course.

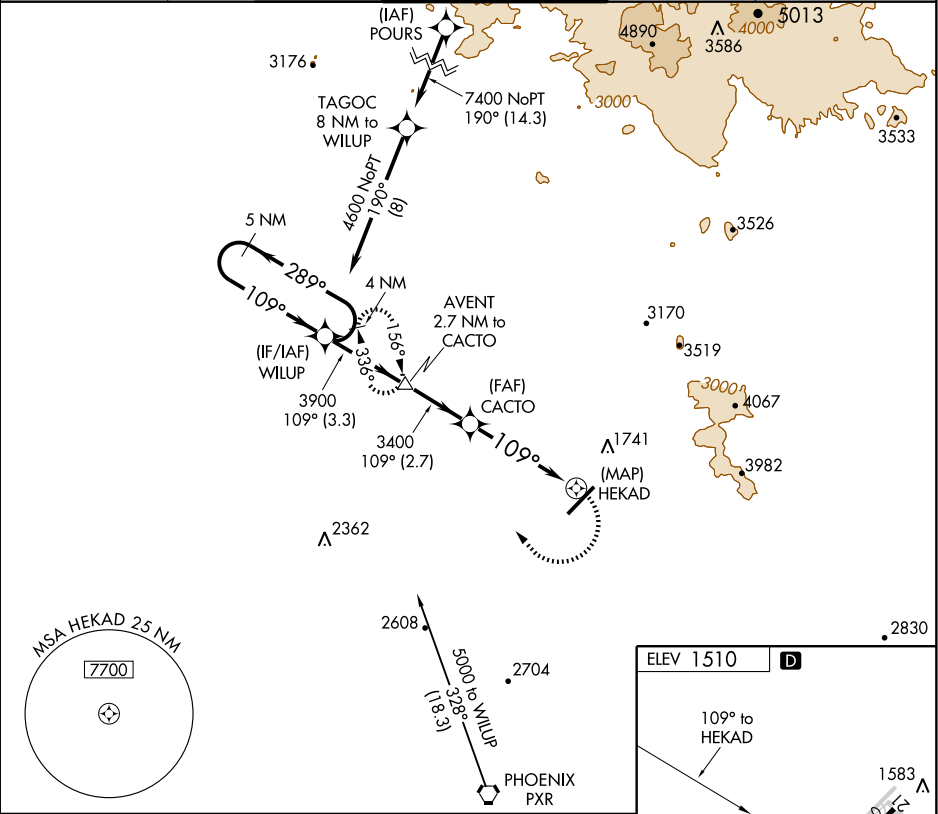
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

▲

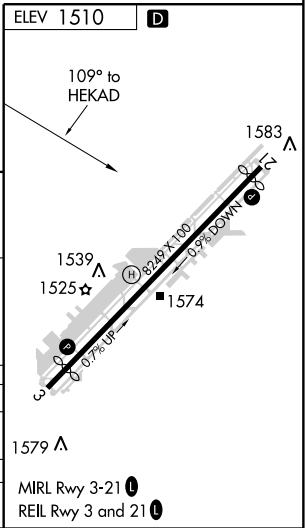
DME/DME RNP- 0.3 NA.  
When local altimeter setting not received, use  
Phoenix Sky Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct  
AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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5 NM Holding Pattern				WILUP		AVENT 2.7 NM to CACTO		CACTO		5000 		AVENT △	
4600 ← 289° 109° →				109°		3900		3400		HEKAD 			
				3.3 NM		2.7 NM		4.4 NM					
CATEGORY		A		B		C		D					
CIRCLING		2080-1		570 (600-1)		2080-1½ 570 (600-1½)		NA					
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS													
CIRCLING		2160-1		650 (700-1)		2160-1¼ 650 (700-1¼)		NA					



SW-4. 03 JUN 2010 to 01 JUL 2010

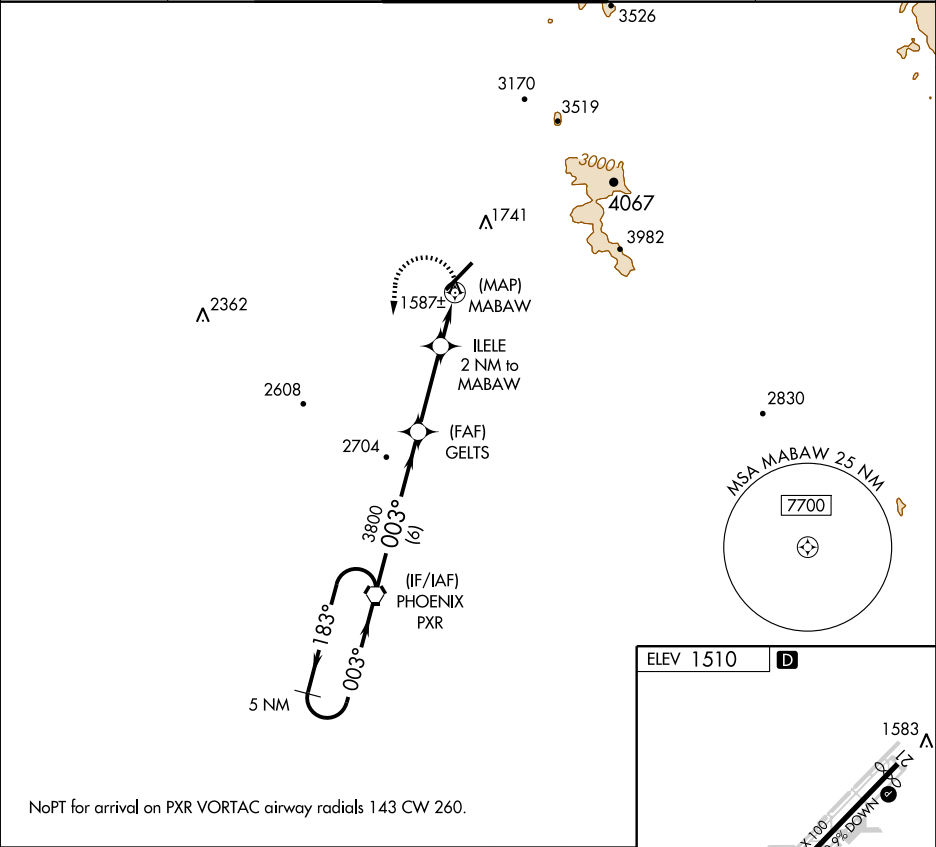
RNAV (GPS)-E  
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	N/A
003°	TDZE	N/A
	Apt Elev	1510

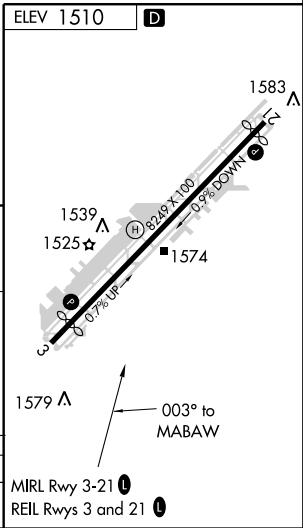
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 4200 direct PXR VORTAC and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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5 NM Holding Pattern				
VORTAC				
4200 ← 183° 003° →				
3800				
2720				
6 NM 3.2 NM 2 NM				
CATEGORY	A	B	C	D
CIRCLING	2040-1 530 (600-1)	2060-1 550 (600-1)	2060-1½ 550 (600-1½)	NA



APP CRS <b>212°</b>	Rwy Idg <b>7109</b> TDZE <b>1510</b> Apt Elev <b>1510</b>
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RNAV (RNP) RWY 21  
SCOTTSDALE (SDL)

**T** RF and GPS required. Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (31°F) or above 44°C (112°F).  
When local altimeter setting not received procedure NA.

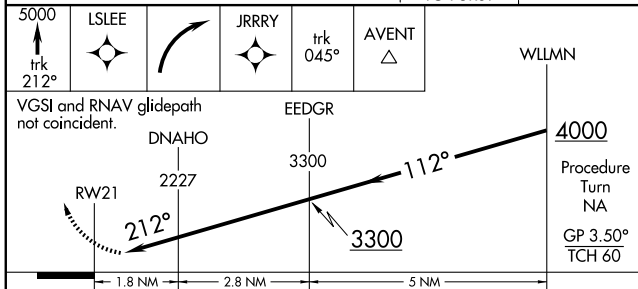
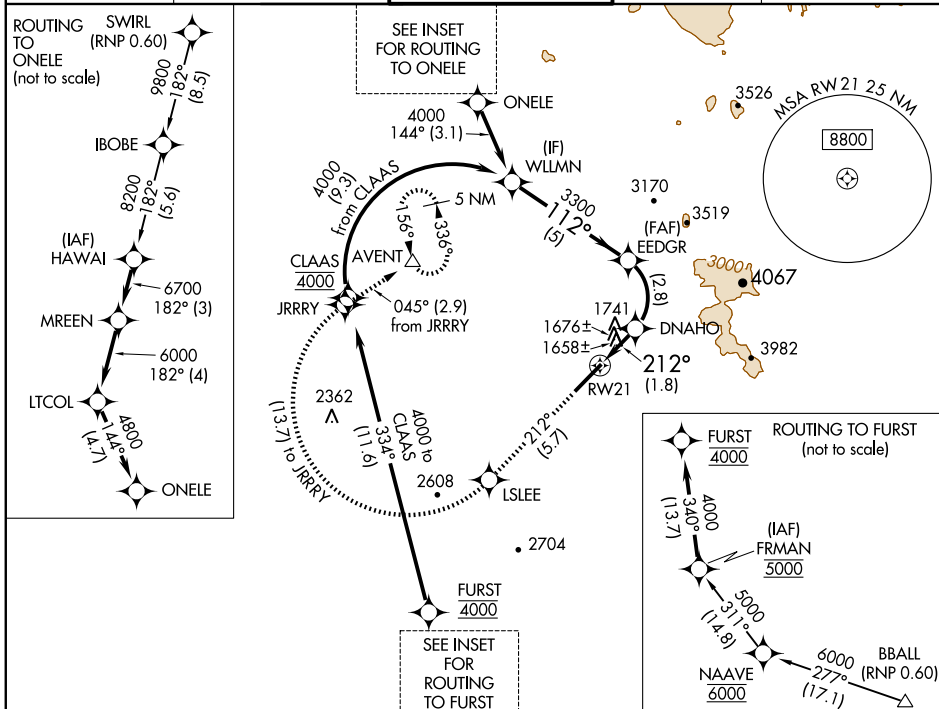
**MISSED APPROACH:** Climb to 5000 via track 212° to LSLEE, and via right turn to JRRRY, and via track 045° to AVENT and hold.

ATIS  
118.6

PHOENIX APP CON  
120.7 239.0

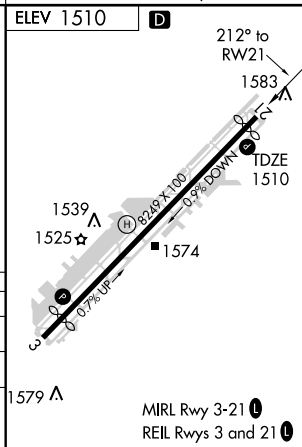
SCOTTSDALE TOWER ★  
119.9 (CTAF) ①

GND CON  
121.6

CLNC DEL  
124.8

CATEGORY	A	B	C	D
RNP 0.10 DA	1948-1¼	438 (500-1¼)		NA
RNP 0.16 DA	1987-1½	477 (500-1½)		NA

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



APP CRS	Rwy Idg	<b>7109</b>
<b>032°</b>	TDZE	<b>1470</b>
	Apt Elev	<b>1510</b>

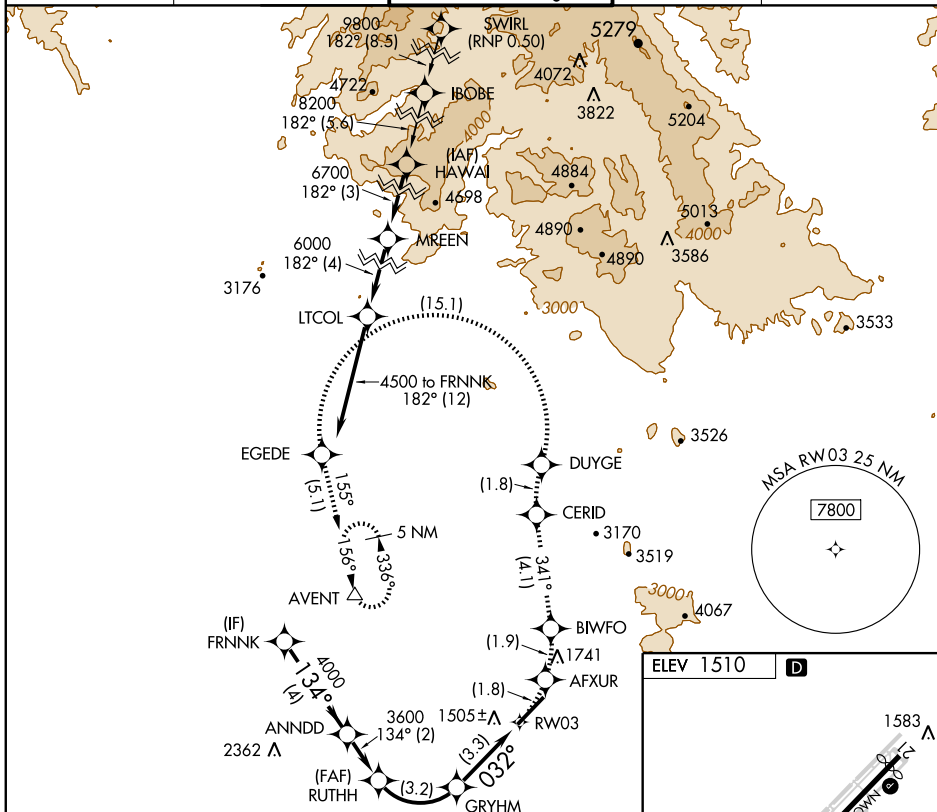
RNAV (RNP) Y RWY 3

SCOTTSDALE (SDL)

**▼** RF and GPS required. Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (31°F) or above 54°C (130°F). When local altimeter setting not  
received procedure NA. Missed approach requires RNP less than 1.0.

**MISSED APPROACH:** Climb to 5000 via left turn to  
AFXUR, and via left turn to BIWFO, and via track 341°  
to CERID, and via right turn to DUYGE, and via left turn  
to EGEDE, and via track 155° to AVENT and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER ★	GND CON	CLNC DEL
<b>118.6</b>	<b>120.7 239.0</b>	<b>119.9 (CTAF) 0</b>	<b>121.6</b>	<b>124.8</b>

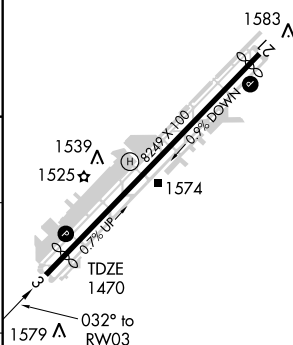


VGSI and RNAV glidepath not coincident.				
FRNNK	ANNDD	RUTHH	AFXUR	BIWFO
4500	4000	3600	2542	2542
Procedure Turn NA				
GP 3.00°				
TCH 60				
	4 NM	2 NM	3.2 NM	3.3 NM
CATEGORY	A	B	C	D
RNP 0.30 DA	1829-1¼	359 (400-1¼)		NA

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

ELEV 1510

D



MIRL Rwy 3-21 0

REIL Rwy 3 and 21 0

# RNAV (RNP) Z RWY 3

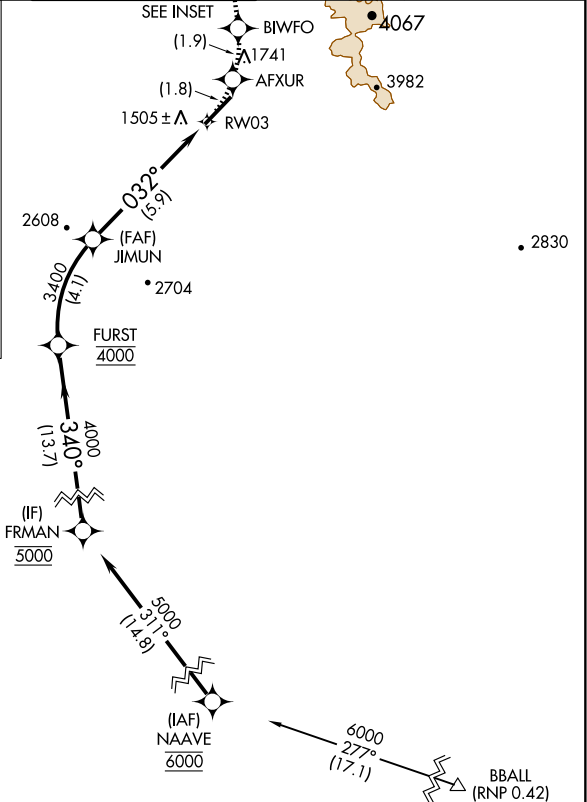
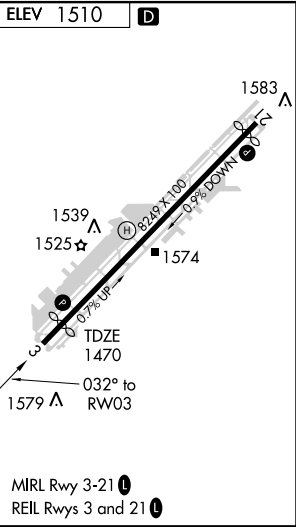
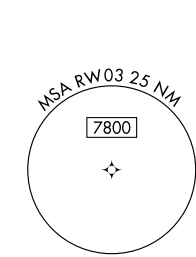
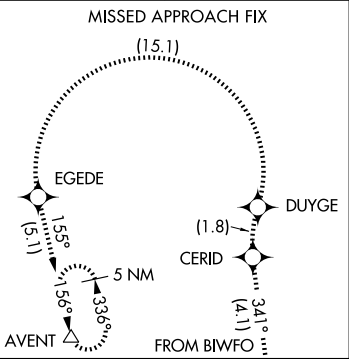
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	7109
032°	TDZE	1470
	Apt Elev	1510

**RF and GPS required.** Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (31°F) or above 54°C (130°F). When local altimeter setting not  
received procedure NA. Missed approach requires RNP less than 1.0.

**MISSED APPROACH:** Climb to 5000 via left turn to  
AFXUR, and via left turn to BIWFO, and via track 341°  
to CERID, and via right turn to DUYGE, and via left turn  
to EGEDE, and via track 155° to AVENT and hold.

ATIS <b>118.6</b>	PHOENIX APP CON <b>120.7 239.0</b>	SCOTTSDALE TOWER ★ <b>119.9 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>124.8</b>
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VGSI and RNAV glidepath not coincident.			
FRMAN	FURST	JIMUN	BIWFO
5000	4000	3400	3400
Procedure Turn NA	340°	032°	
GP 3.00°	4.1 NM	5.9 NM	
TCH 60	13.7 NM		
CATEGORY	A	B	C
RNP 0.30 DA	1829-1¼	359 (400-1¼)	NA
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED			







## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

. . . . via radar vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition . Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT6.ABQ): From over JONHH INT via radar vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then via SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT6.BLH): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC, then via BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT6.BXK): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC.

COCHISE TRANSITION (SCOT6.CIE): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-107 to PUSCH INT, and then via CIE R-278 to CIE VORTAC.

DINGO TRANSITION (SCOT6.DINGO): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-133 to BASER INT, and then via TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT6.GBN): From over JONHH INT via radar vectors and PXR R-206 to MOBIE INT, then via GBN R-055 to GBN VORTAC.

TUCSON TRANSITION (SCOT6.TUS): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-121 and TUS R-301 to TUS VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

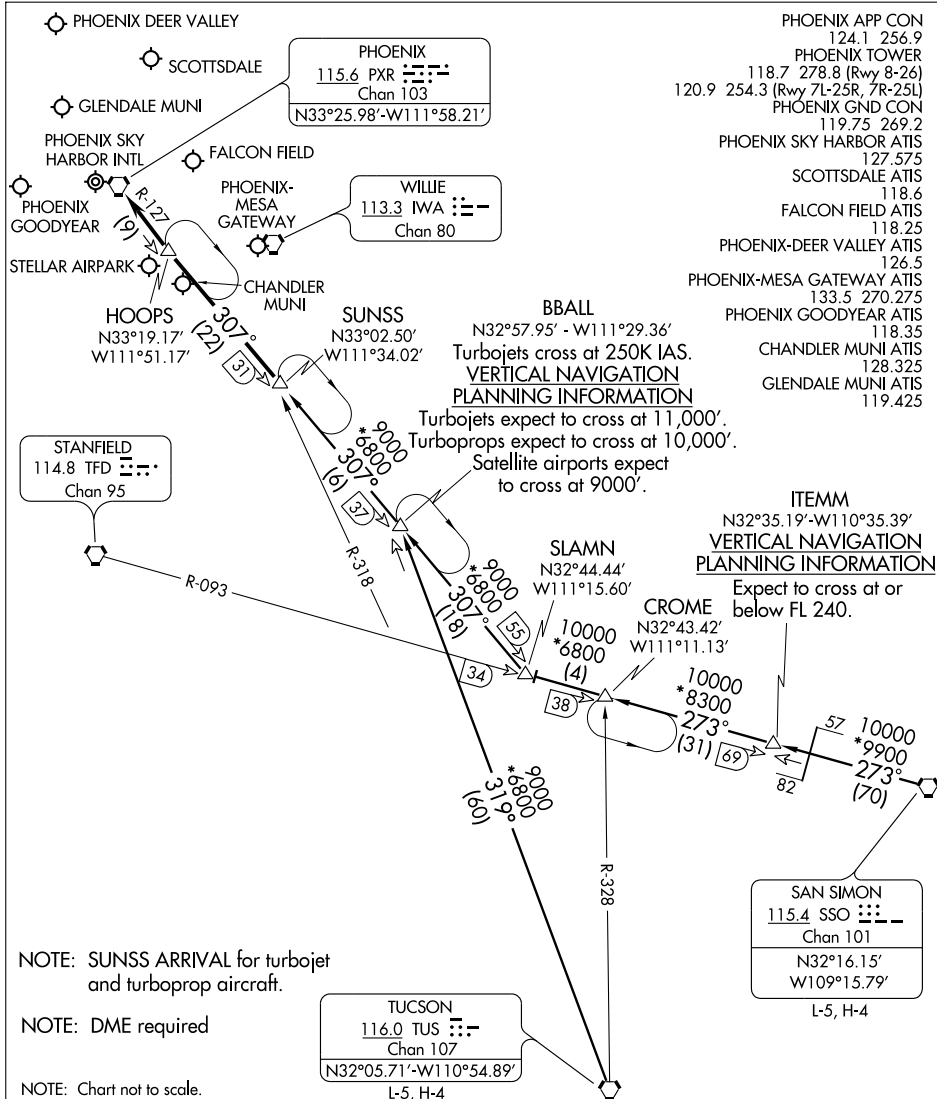
RWY 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.



**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

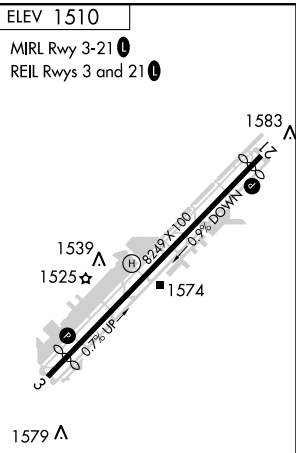
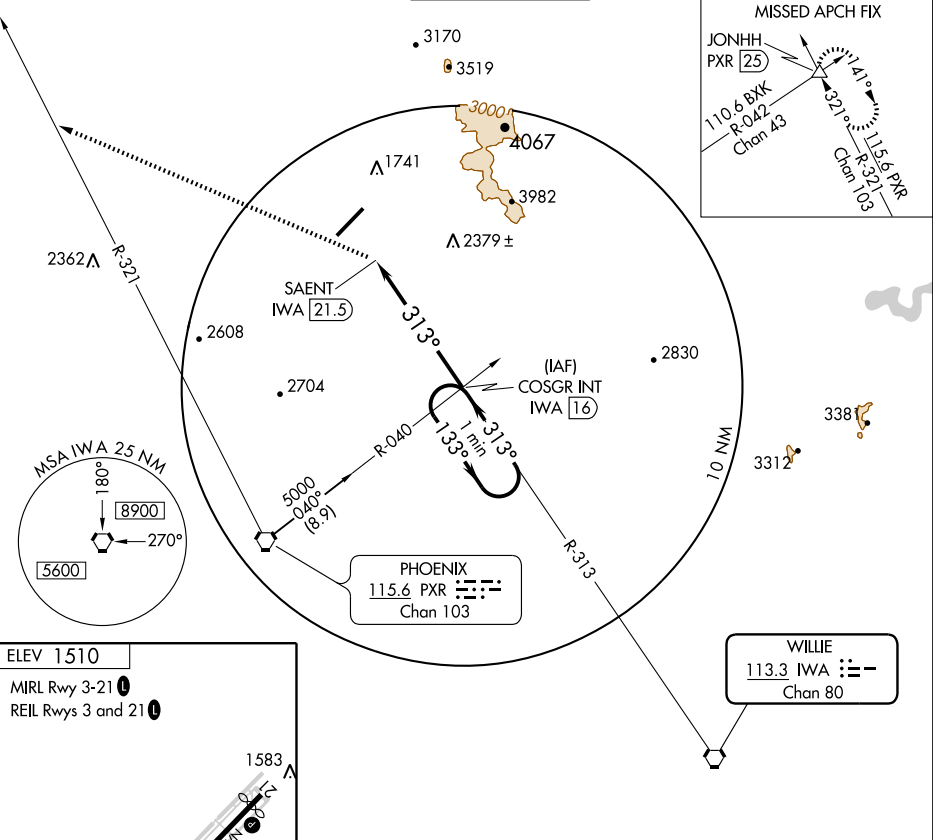
**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

**⚠** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-321 to JONHH INT/PXR 25 DME and hold, continue climb-in-hold to 7000.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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FAF to MAP 5.5 NM						One Minute Holding Pattern			
						SAENT IWA 21.5			
Knots						CATEGORY			
Min:Sec						CIRCLING			
60 90 120 150 180						A B C D			
5:30 3:40 2:45 2:12 1:50						2480-2 970 (1000-2) 2480-3 970 (1000-3) NA			

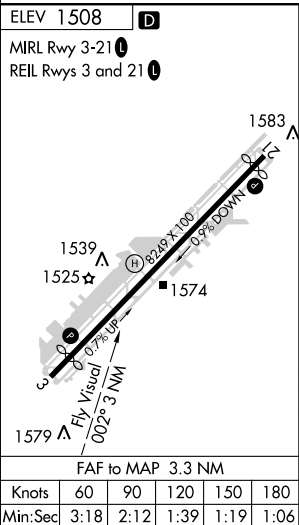
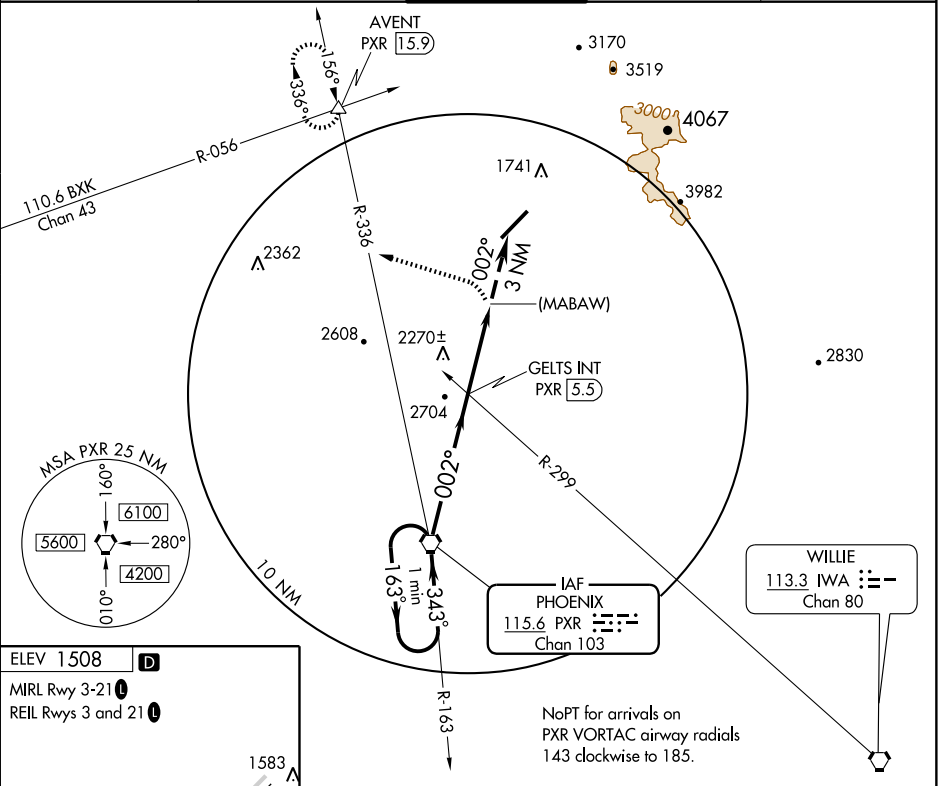
SW-4, 03 JUN 2010 to 01 JUL 2010

VORTAC PXR <b>115.6</b> Chan <b>103</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev <b>1508</b>	N/A N/A <b>1508</b>
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When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 Northwest bound; then continue direct AVENT Int/PXR 15.9 DME and hold.

ATIS <b>118.6</b>	PHOENIX APP CON <b>120.7 239.0</b>	SCOTTSDALE TOWER★ <b>119.9</b> (CTAF) <b>0</b>	GND CON <b>121.6</b>	CLNC DEL <b>124.8</b>
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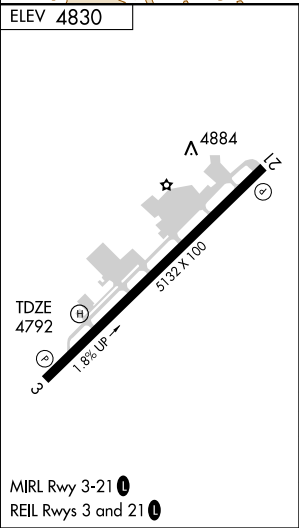
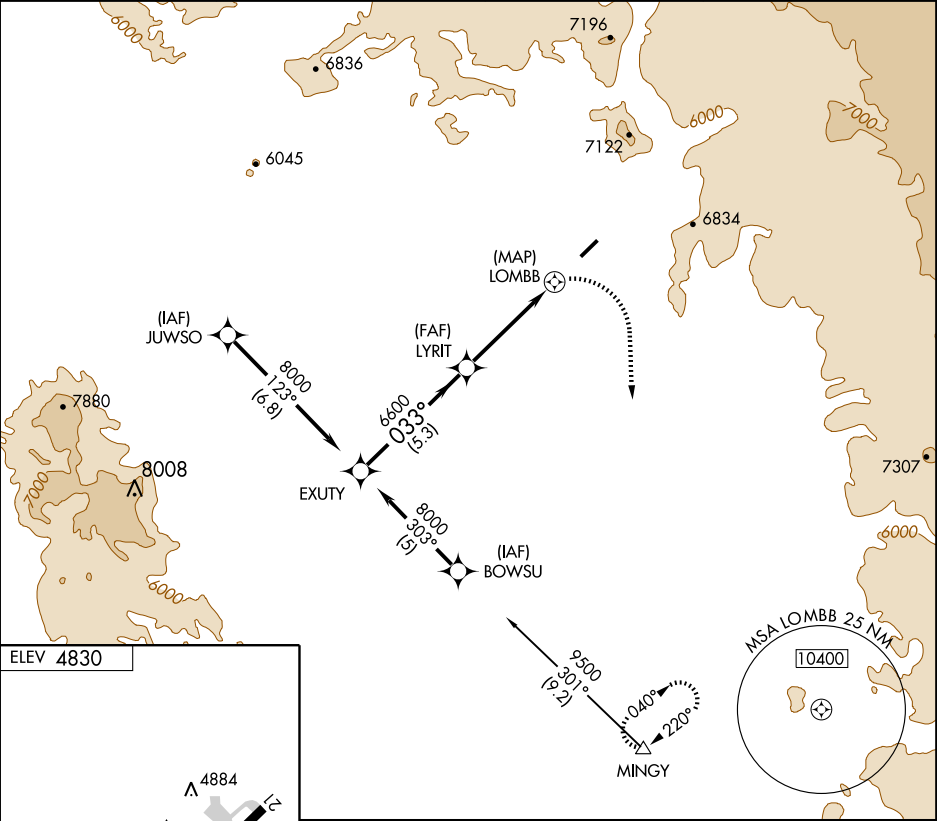


One Minute Holding Pattern		VORTAC		7000 PXR R-336 AVENT 280° 115.6 △	
4000		163° 343°		GELTS INT PXR 5.5 (MABAW) PXR 8.8 Fly Visual 002° 3 NM	
5.5 NM		3.3 NM			
CATEGORY	A	B	C	D	
CIRCLING	2540-2½ 1032 (1100-2½)		2540-3 1032 (1100-3)	NA	
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS					
CIRCLING	2620-2½ 1112 (1200-2½)		2620-3 1112 (1200-3)	NA	

APP CRS	Rwy Idg	5132
033°	TDZE	4792
	Apt Elev	4830

<div><div>▼</div><div>NA</div></div> <div>When local altimeter not received, procedure not authorized. Cat D circling not authorized northwest of Rwy 3-21.</div>	MISSED APPROACH: Climbing right turn to 12000 direct MINGY WP and hold.
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AWOS-2 118.525	ALBUQUERQUE CENTER 124.5 306.2	PRESCOTT RADIO 122.3	UNICOM 123.0 (CTAF) 0
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EXUTY		VGS1 and descent angles not coincident.		12000	MINGY
8000		LYRIT			
Procedure Turn NA		6600		LOMBB	
5.3 NM		4.4 NM		1.3 NM	
CATEGORY	A	B	C	D	
S-3	6140-1½ 1348 (1400-1½)	6240-1½ 1448 (1500-1½)	6560-3	1768 (1800-3)	
CIRCLING	6140-1½ 1310 (1400-1½)	6240-1½ 1410 (1500-1½)	6560-3	1730 (1800-3)	

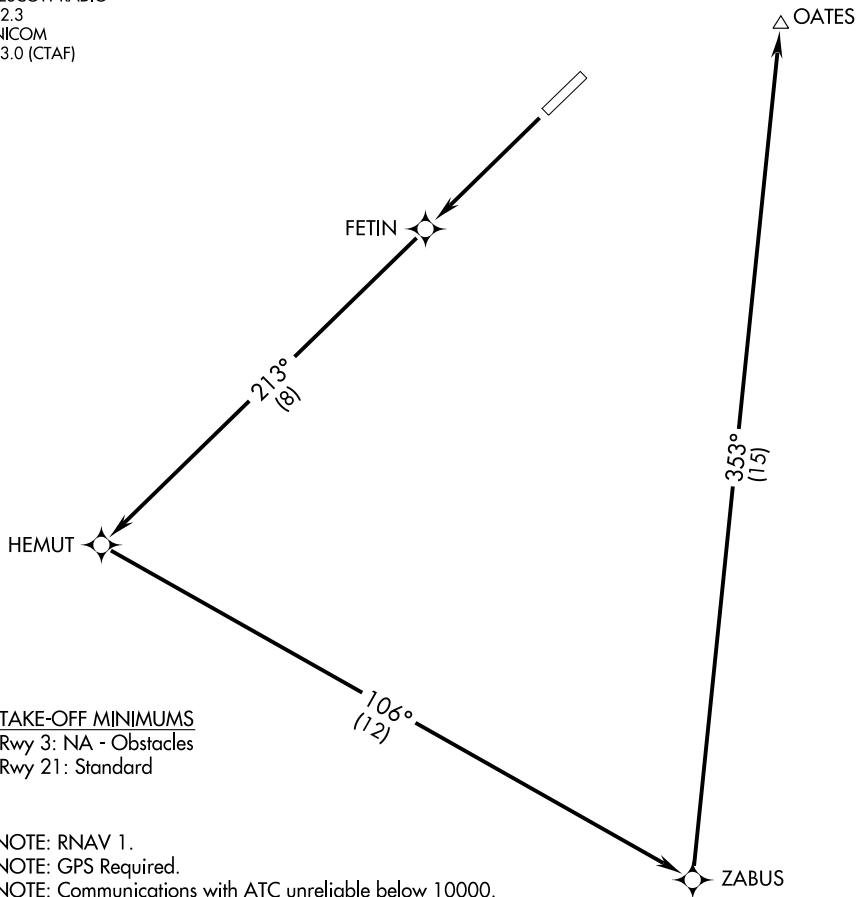
(OATES1.OATES) 08101

# OATES ONE DEPARTURE (RNAV) (OBSTACLE)

SL-6169 (FAA)

SEDONA (SEZ)  
SEDONA, ARIZONA

ALBUQUERQUE CENTER  
124.5 306.2  
PRESCOTT RADIO  
122.3  
UNICOM  
123.0 (CTAF)



## TAKE-OFF MINIMUMS

Rwy 3: NA - Obstacles

Rwy 21: Standard

NOTE: RNAV 1.

NOTE: GPS Required.

NOTE: Communications with ATC unreliable below 10000.

## TAKE-OFF OBSTACLE NOTES:

Rwy 21: Trees beginning 1642' from DER, 240' right of centerline, up to 100' AGL/4786' MSL.

Bush 147' from DER, 202' left of centerline, 5' AGL/4740' MSL.

NOTE: Chart not to scale

SW-4, 03 JUN 2010 to 01 JUL 2010



## DEPARTURE ROUTE DESCRIPTION

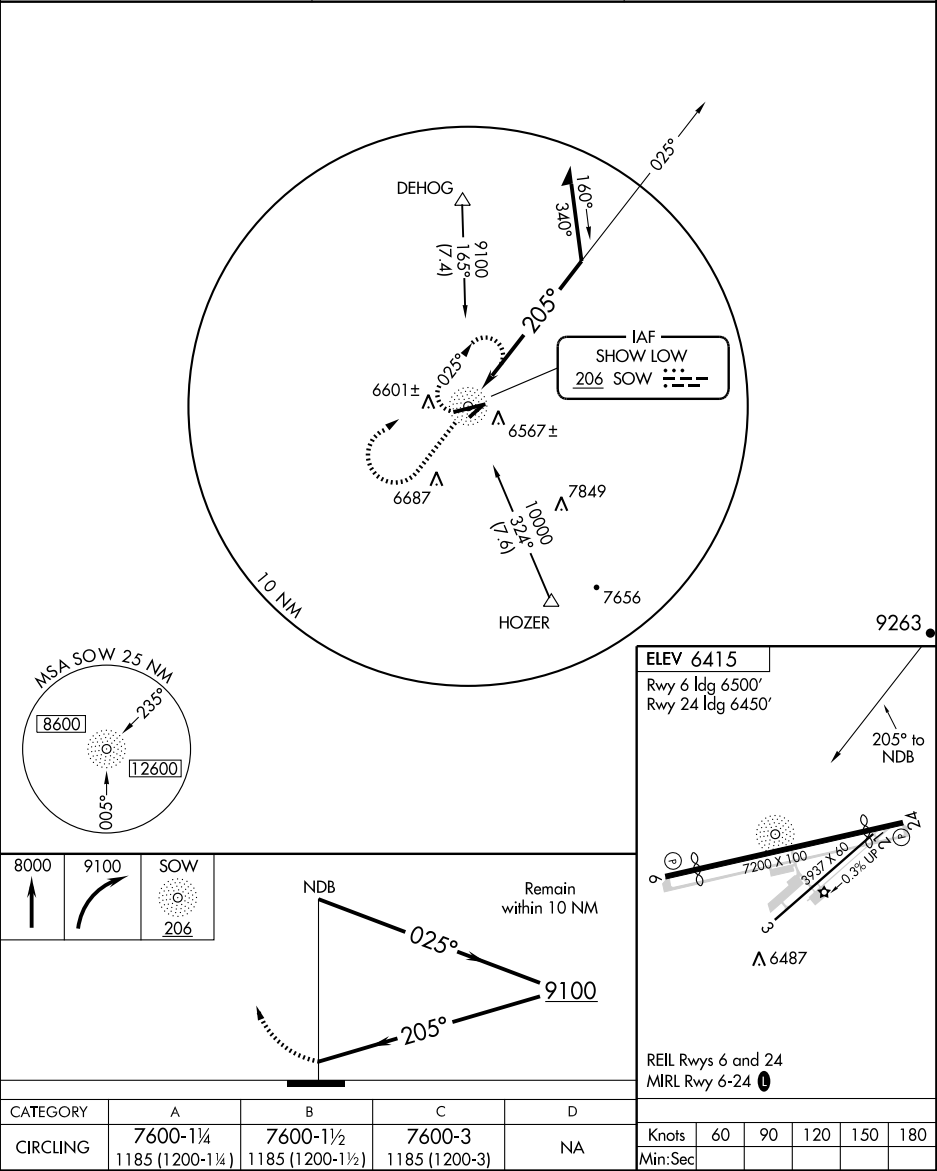
**TAKE-OFF RUNWAY 21:** Climb direct FETIN then via 213° track/8 NM to HEMUT, then left turn via 106° track/12 NM to ZABUS, then left turn via 353° track/15 NM to OATES. Maintain 10500 or assigned altitude.

NDB SOW <b>206</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>6415</b>
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NDB-A  
SHOW LOW RGNL (SOW)

<b>▽</b> <b>△ NA</b>	Obtain local altimeter setting on CTAF; when not received, procedure NA. Circling NA southeast of Rwys 3 and 24.	MISSED APPROACH: Climb to 8000 then climbing right turn to 9100 direct SOW NDB and hold.
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AWOS-3 <b>118.075</b>	ALBUQUERQUE CENTER <b>132.9 239.05</b>	UNICOM <b>123.0 (CTAF) 0</b>
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APP CRS	Rwy Idg	6450
243°	TDZE	6405
	Apt Elev	6415

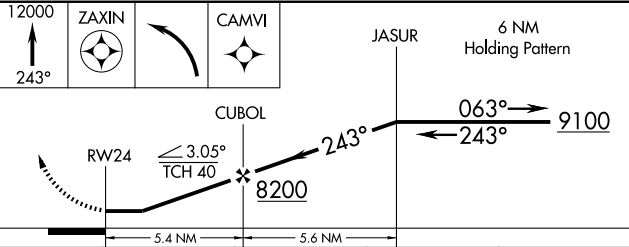
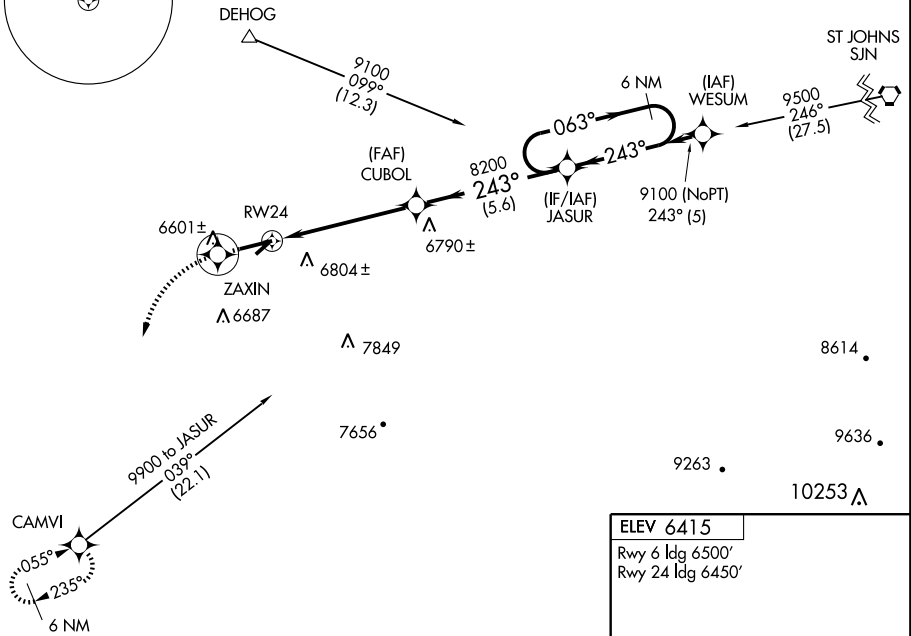
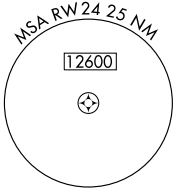
# RNAV (GPS) RWY 24

SHOW LOW RGNL (SOW)

Obtain local altimeter setting on CTAF; when not received, procedure NA.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Circling NA southeast of Rwys 3 and 24.

MISSED APPROACH: Climb to 12000 via 243° course to ZAXIN WP, then left turn direct CAMVI WP and hold.

AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	6860-1	455 (500-1)	6860-1¼ 455 (500-1¼)	NA
CIRCLING	6960-1	545 (600-1)	6960-1½ 545 (600-1½)	NA

ELEV 6415

Rwy 6 Idg 6500'

Rwy 24 Idg 6450'

243° to RWY 24

TDZE 6405

Λ 6487

REIL Rwys 6 and 24



MIRL Rwy 6-24

SW-4, 03 JUN 2010 to 01 JUL 2010

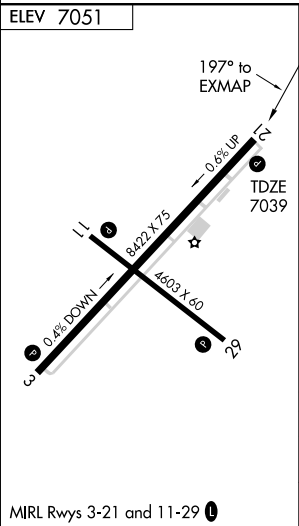
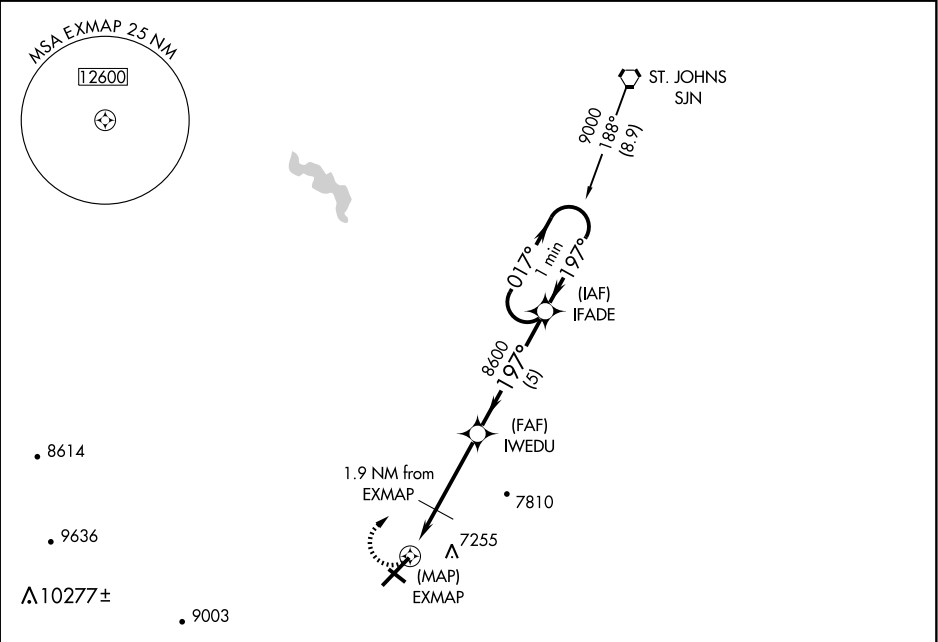
APP CRS	Rwy Idg	<b>8422</b>
<b>197°</b>	TDZE	<b>7039</b>
	Apt Elev	<b>7051</b>



# GPS RWY 21

SPRINGVILLE MUNI (D68)

 Procedure not authorized at night.	MISSED APPROACH: Climbing right turn to 12000 direct IFADE WP and hold.
 NA Obtain local altimeter setting on CTAF; if not received, procedure not authorized.	

AWOS-3 <b>119.65</b>	ALBUQUERQUE CENTER <b>132.9 239.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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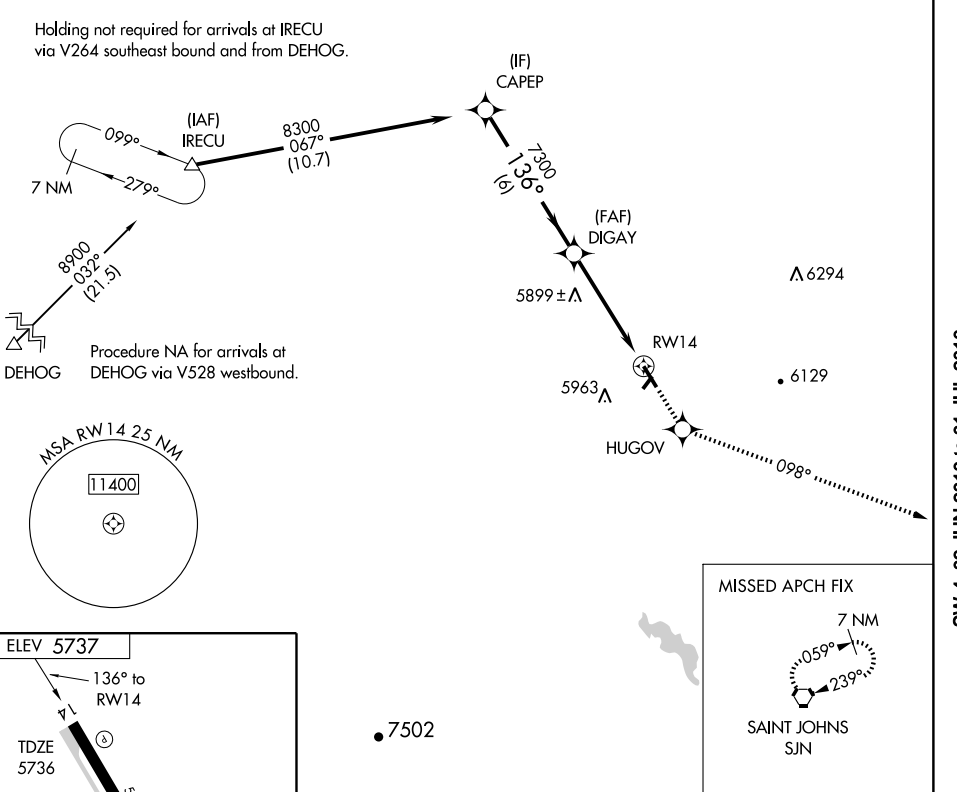
12000	IFADE			
				
		IWEDU	IFADE	One Minute Holding Pattern
	1.9 NM from EXMAP			
EXMAP			197°	017° → 9000
			← 197°	

MIRL Rwy 3-21 and 11-29 0

DME/DME RNP- 0.3 NA.  
When local altimeter setting not received, use Show Low  
altimeter setting and increase all MDAs 180 feet.  
VDP NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9000 direct HUGOV and via  
098° track to SJN VORTAC and hold, continue climb-in-hold  
to 9000.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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VGSIs and descent angles not coincident.

9000

HUGOV

098° track

SJN

8300

136°

7300

3.04°

TCH 40

6 NM

3.5 NM

1.2

1.2 NM to RW14

RW14

CATEGORY	A	B	C	D
RNAV MDA	6160-1	424 (500-1)	NA	
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

REIL Rwy 14 and 32  
MIRL Rwy 3-21 and 14-32

SW-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5230
316°	TDZE	5737
	Apt Elev	5737

# RNAV (GPS) RWY 32

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

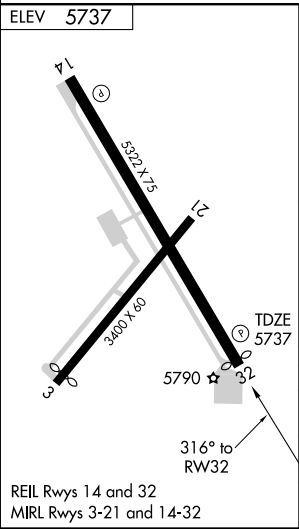
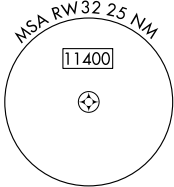
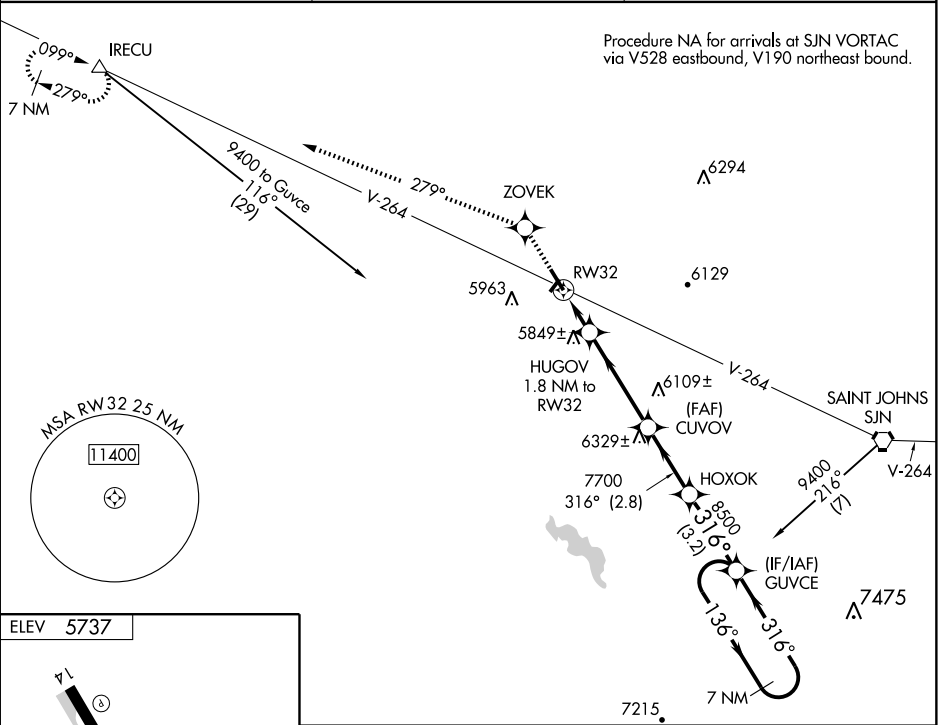
**⚠** If local altimeter setting not received, use Show Low altimeter setting and increase all DAs/MDAs 180 feet. DME/DME RNP-0.3 NA.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-15°F) or above 30°C (86°F). Visibility reduction by helicopters NA.

Baro-VNAV and straight-in LNAV minimums NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9400 direct ZOVEK and via 279° track to IRECU and hold.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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9400	ZOVEK	279° track	IRECU				
					HOXOK	CUVOV	GUVCE 7 NM Holding Pattern
* LNAV only	HUGOV 1.8 NM to RW32						
	RW32						
	6360*				7700		
	1.8 NM	4 NM	2.8 NM	3.2 NM			
CATEGORY	A	B	C	D			
LNAV/VNAV DA	6167-1½	430 (500-1½)		NA			
LNAV MDA	6140-1	403 (500-1)		NA			
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)		NA			

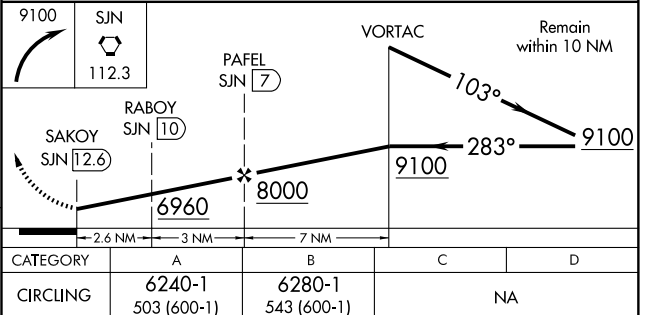
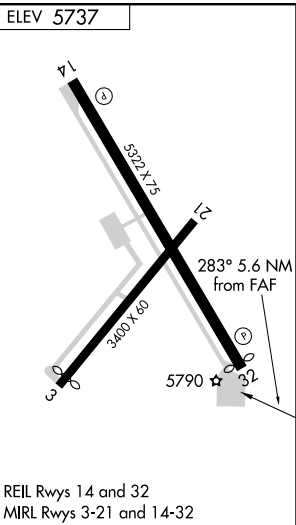
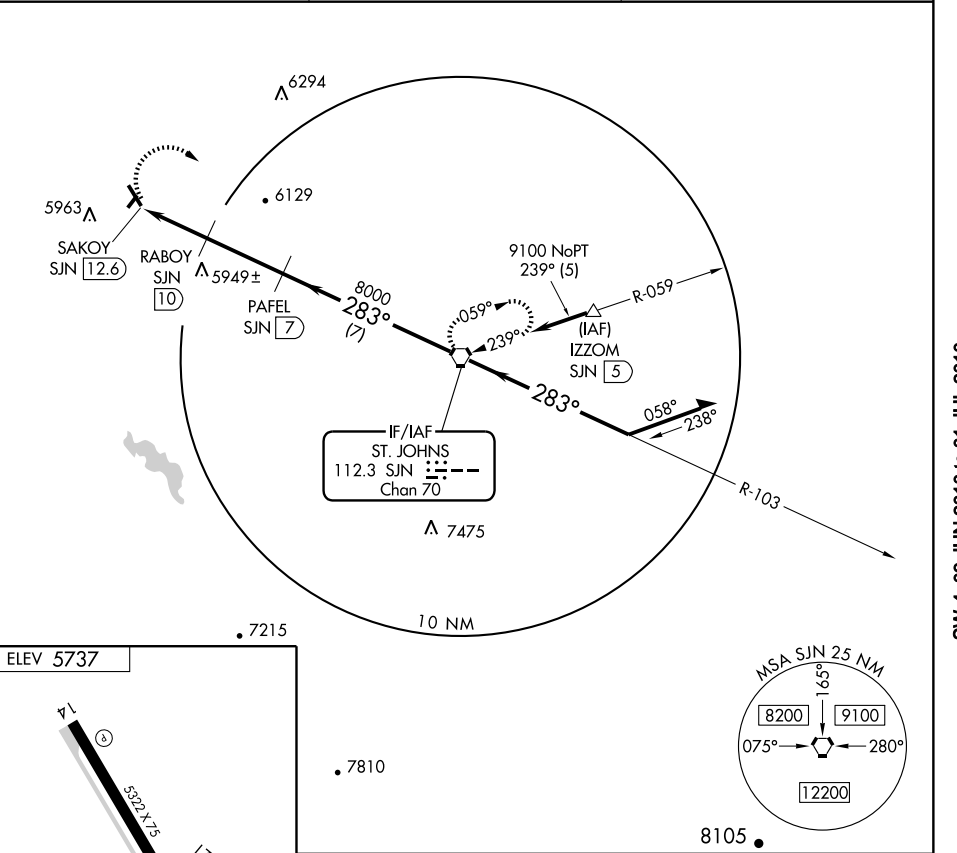
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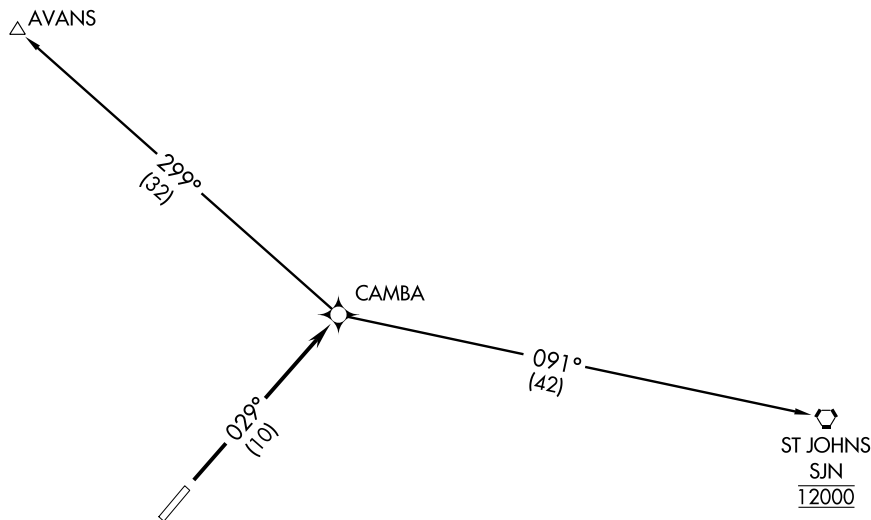
When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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SW-4. 03 JUN 2010 to 01 JUL 2010

ALBUQUERQUE CENTER  
132.9 239.05

NOTE: 1. GPS required.  
2. RNAV 1

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 8900 via course 029° to CAMBA WP, then via assigned transition.

AVANS TRANSITION (CAMBA1.AVANS)

ST JOHNS TRANSITION (CAMBA1.SJN)

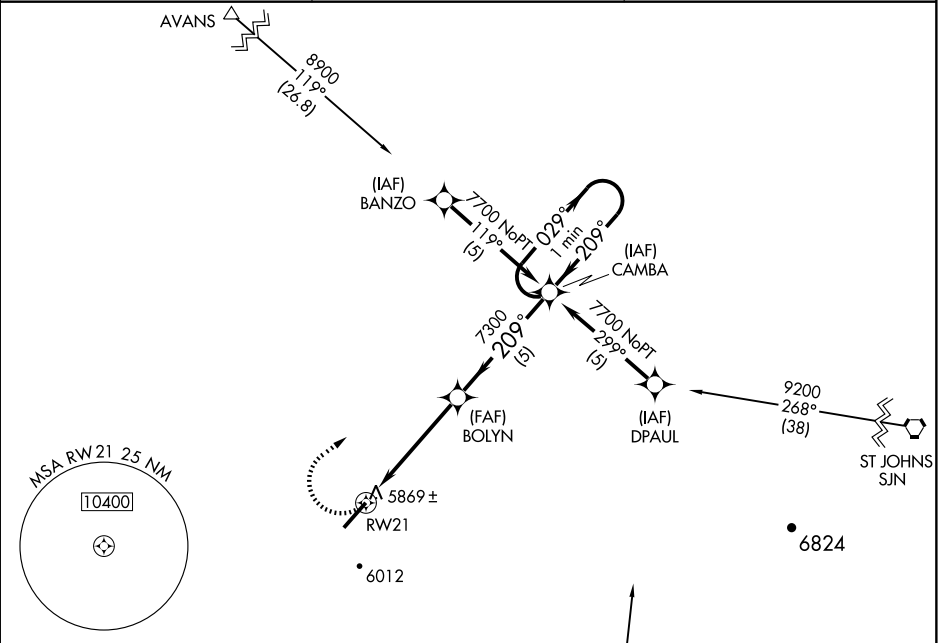
GPS RWY 21  
TAYLOR MUNI (TYL)

APP CRS	Rwy Idg	7000
209°	TDZE	5759
	Apt Elev	5820

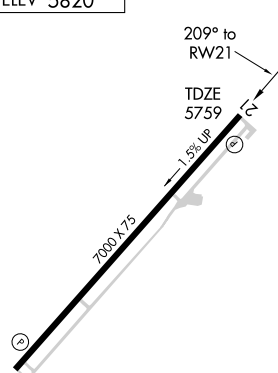
  
NA

MISSED APPROACH: Climbing right turn to 7700 direct CAMBA WP and hold.


AWOS-3 119.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 122.7 (CTAF) 0
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ELEV 5820



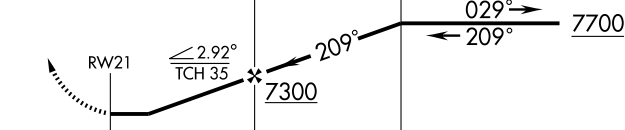
REIL Rwy 3 and 21  
MIRL Rwy 3-21 0







One Minute Holding Pattern



CATEGORY	A	B	C	D
S-21	6120-1 361 (300-1)			6120-1¼ 361 (300-1¼)
CIRCLING	6320-1 500 (500-1)	6380-1 560 (600-1)	6380-1½ 560 (600-1½)	6480-2 660 (700-2)

SW-4. 03 JUN 2010 to 01 JUL 2010

NDB RWY 12

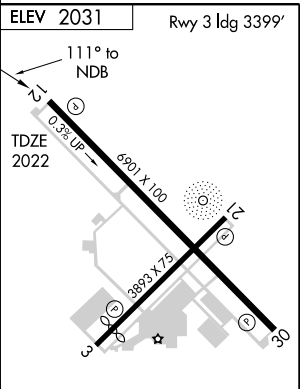
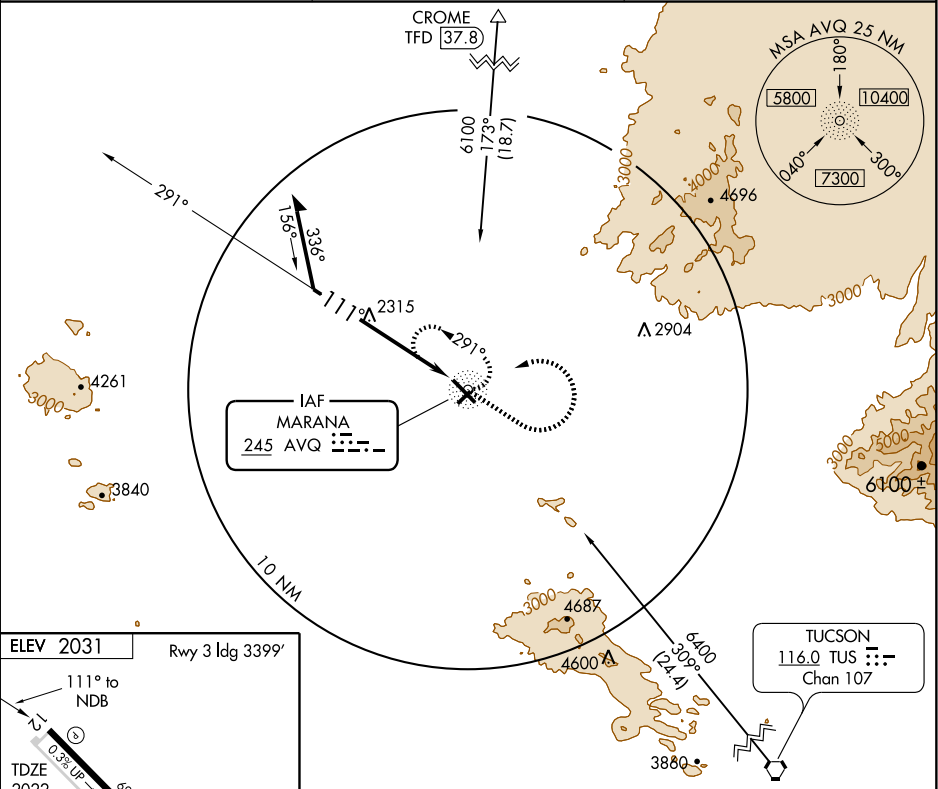
TUCSON/MARANA RGNL (AVQ)

NDB AVQ	APP CRS	Rwy Idg
245	111°	TDZE
		2022
		Apt Elev
		2031

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3900 then climbing left turn to 5800 direct AVQ NDB and hold, continue climb-in-hold to 5800.

AWOS-3	TUCSON APP CON	UNICOM
118.375	119.4 318.1	123.0 (CTAF)




REIL Rwy 12 and 30  
MIRL Rwy 3-21 and 12-30


Knots	60	90	120	150	180
Min:Sec					

Remain within 10 NM				
NDB 4800				
4400				
291°				
111°				
Maximum procedure turn entry altitude 10000				
3900 5800 AVQ 245				
CATEGORY	A	B	C	D
S-12	3480-1¼ 1458 (1500-1¼)	3480-1½ 1458 (1500-1½)	3480-3 1458 (1500-3)	NA
CIRCLING	3480-1¼ 1449 (1500-1¼)	3480-1½ 1449 (1500-1½)	3480-3 1449 (1500-3)	NA






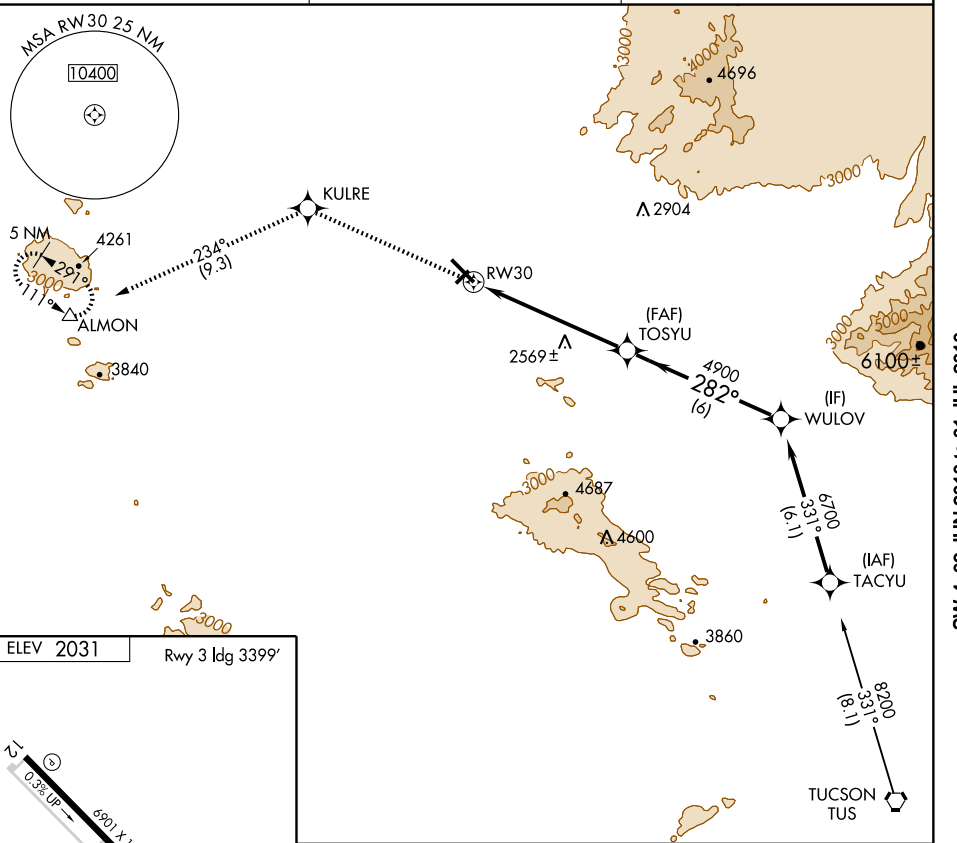
If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.  
DME/DME RNP-0.3 NA.





NA

MISSED APPROACH: Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) 
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6000	KULRE	234° Track	ALMON	TOSYU	WULOV	6700
						Procedure Turn NA
	RW30			4900		
	6 NM			6 NM		
CATEGORY	A	B	C	D		
CIRCLING	2820-1 789 (800-1)	2820-1¼ 789 (800-1¼)	2820-2¼ 789 (800-2¼)	NA		

SW-4. 03 JUN 2010 to 01 JUL 2010

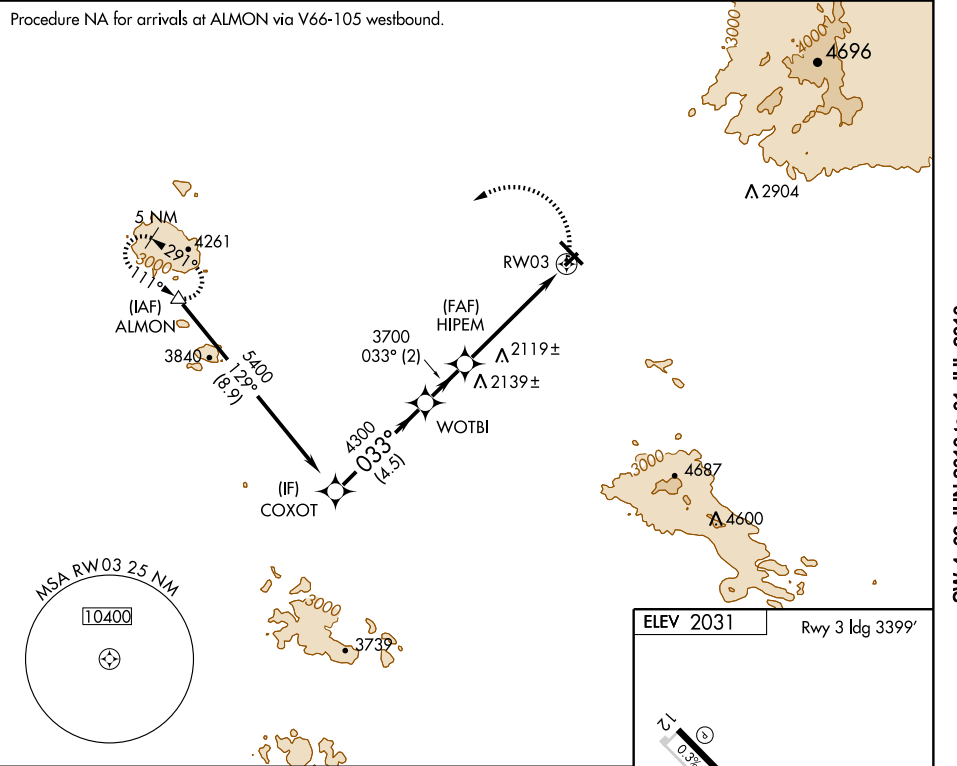
▼

▲ NA

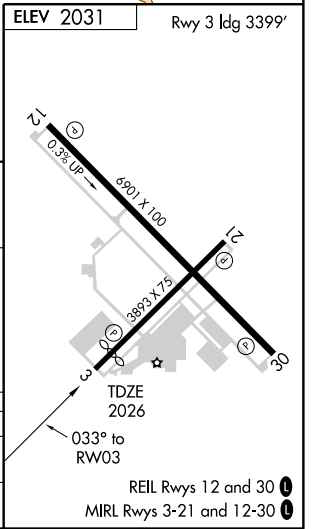
If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.  
DME/DME RNP-0.3 NA.  
VDP NA when using Ryan Field altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF)
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VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
LNAV MDA	2480-1	454 (500-1)	2480-1¼ 454 (500-1¼)	NA
CIRCLING	2480-1 449 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



SW-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6901
138°	TDZE	2022
	Apt Elev	2031

# RNAV (GPS) RWY 12

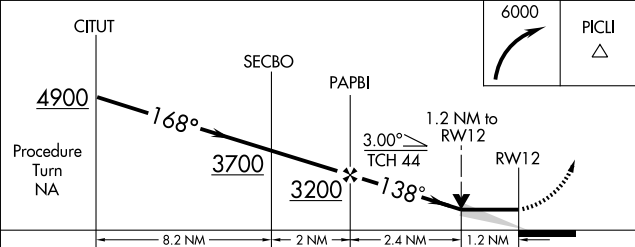
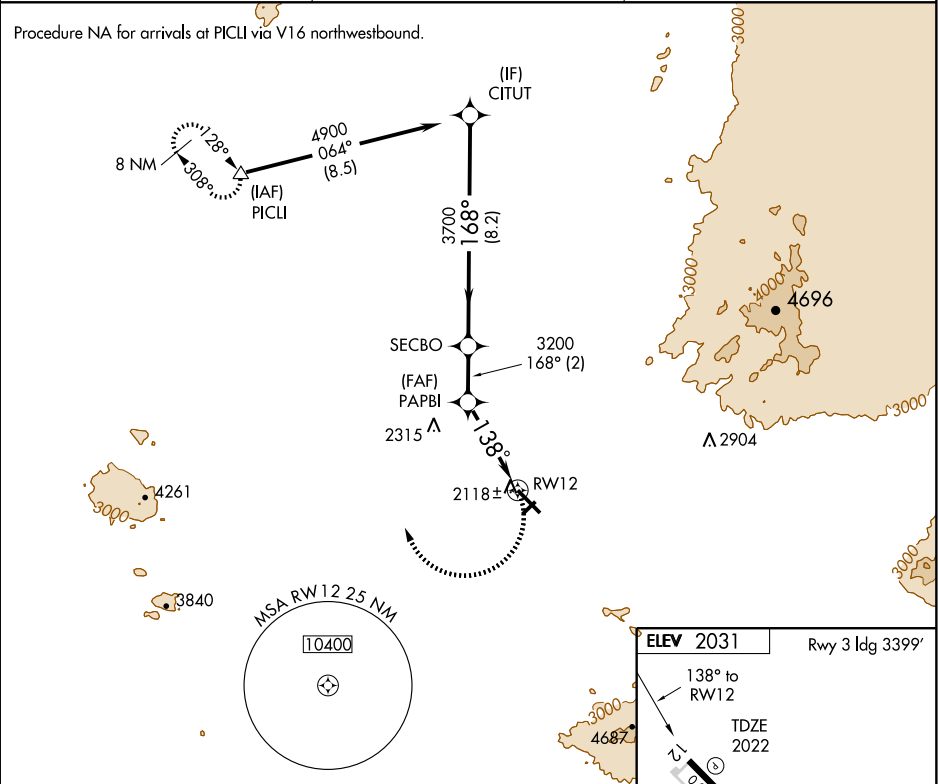
TUCSON/MARANA RGNL (AVQ)

**NA** If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.  
DME/DME RNP-0.3 NA.  
VDP NA when using Ryan Field altimeter setting.

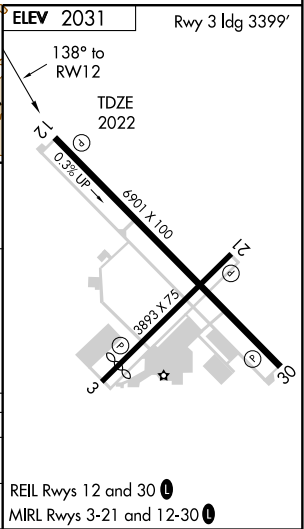
MISSED APPROACH: Climbing right turn to 6000 direct PICLI and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) <b>0</b>
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Procedure NA for arrivals at PICLI via V16 northwestbound.



CATEGORY	A	B	C	D
LNAV MDA	2440-1	418 (500-1)	2440-1½ 418 (500-1½)	NA
CIRCLING	2440-1 409 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



**MISSED APPROACH:** Climb to 6000 direct TUPBO and via 267° track to ALMON and hold, continue climb-in-hold to 6000.

UNICOM  
123.0 (CTAF) **L**

(IAF)  
PICLI  $\triangle$   $\xrightarrow{4900, 067^\circ, (14.2)}$

Rwy 3 ldg 3399'

### Procedure

### Procedure

REIL Rwys 12 and 30 **L**  
MIRL Rwys 3-21 and 12-30 **L**

ATIS ★  
270.1  
DAVIS-MONTHAN TOWER  
118.85 253.5  
GND CON  
121.8 275.8  
CLNC DEL  
121.8 275.8

32°12'N

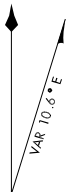
110°54'W

ORDNANCE  
LOADING  
AREA  
4000 x 300

110°53'W

110°52'W

FEBRUARY 2010  
ANNUAL RATE OF CHANGE  
0.1°W



32°11'N

1000 x 200

BAK-12

ELEV  
2589

BAK-12

ELEV  
2620

126.8°

0.8% UP

13,643 x 200

ELEV  
2620

2755

BASE OPS  
FIRE STATION

ELEV  
2640

ELEV  
2660

32°10'N

CONTROL  
TOWER

2856

306.8°

BAK-12

BAK-12

ELEV  
2700

ELEV  
2720

1000 x 200

32°09'N

Rwy 12-30  
PCN 75 R/C/W/T

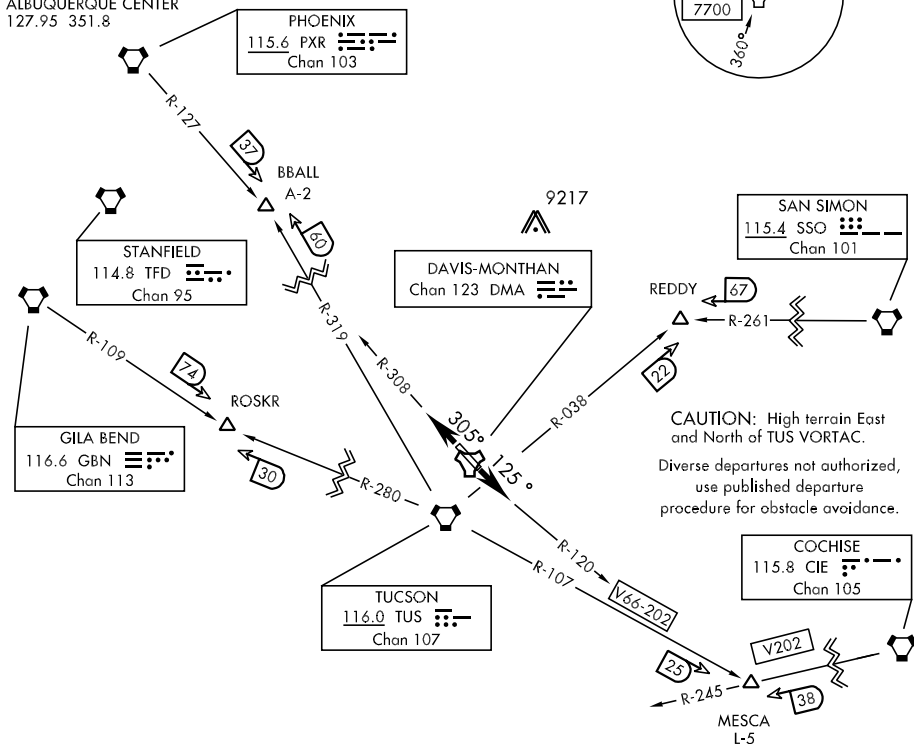
FIELD  
ELEV  
2704

SW-4, 03 JUN 2010 to 01 JUL 2010

ATIS ★ 270.1  
CLNC DEL  
121.8 275.8  
GND CON  
121.8 275.8  
DAVIS-MONTHAN TOWER  
118.85 253.5  
TUCSON DEP CON  
125.1 269.55  
ALBUQUERQUE CENTER  
127.95 351.8

SHL-429 [USAF]

# RADAR AND DME REQUIRED



EMERG SAFE ALT 100NM 17,200

## DEPARTURE ROUTE DESCRIPTION

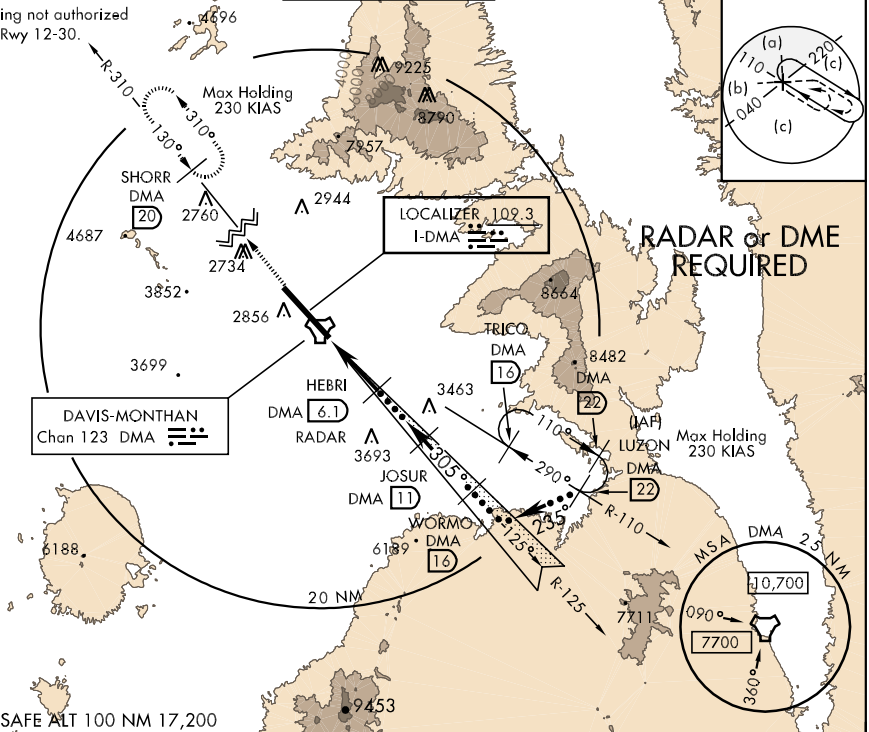
**TAKE-OFF RWY 12:** Climb on track 125 , intercept DMA R-120 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

**TAKE-OFF RWY 30:** Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

**LOST COM:** Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis-Monthan AFB active runway.

LOC I-DMA <u>109.3</u>	APCH CRS <b>305°</b>	Rwy Idg <b>13,643</b> TDZE <b>2704</b> Arpt Elev <b>2704</b>	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)		
<div>▽</div> <ul style="list-style-type: none"><li>* When ALS inop, increase CAT ABCDE vis to ¾ mile.</li><li>** When ALS inop, increase CAT C vis to 1 ¾ miles, CAT D vis to 2 miles, CAT E vis to 2 ¼ miles.</li></ul>			ALSF-1 <div>Ⓐ</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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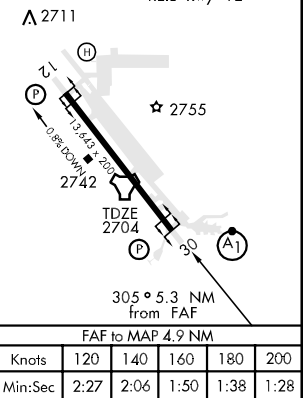
\*\*\*Circling not authorized  
S of Rwy 12-30.



EMERG SAFE ALT 100 NM 17,200

6600 DMA R-310	SHORR DMA <b>20</b>	Intcp LLZ WORMO <b>16</b>	LUZON R-110 <b>22</b>
CATEGORY	C	D	E
S-ILS 30 *	2904- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )		
S-LOC 30 **	3340- $1\frac{1}{4}$ 636 (700- $1\frac{1}{4}$ )	3340- $1\frac{1}{2}$ 636 (700- $1\frac{1}{2}$ )	3340- $1\frac{3}{4}$ 636 (700- $1\frac{3}{4}$ )
CIRCLING***	3340- $1\frac{3}{4}$ 636 (700- $1\frac{3}{4}$ )	3340-2 636 (700-2)	3380-2 $\frac{1}{2}$ 676 (700-2 $\frac{1}{2}$ )

ELEV 2704 HIRL Rwy 12-30  
REIL Rwy 12

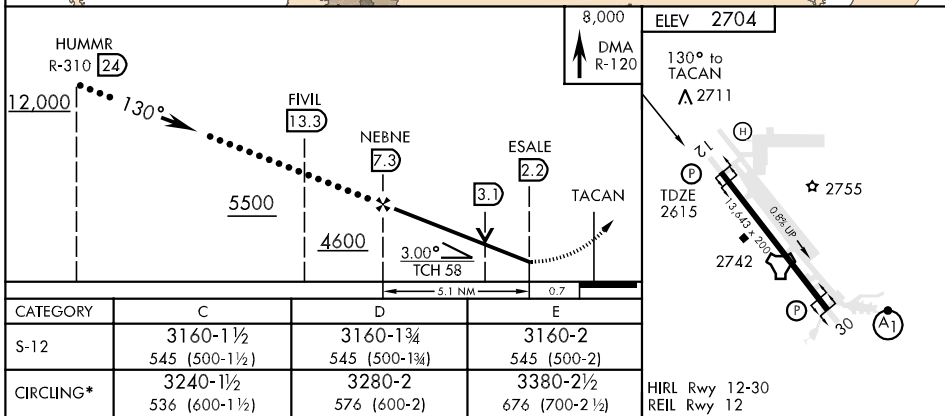
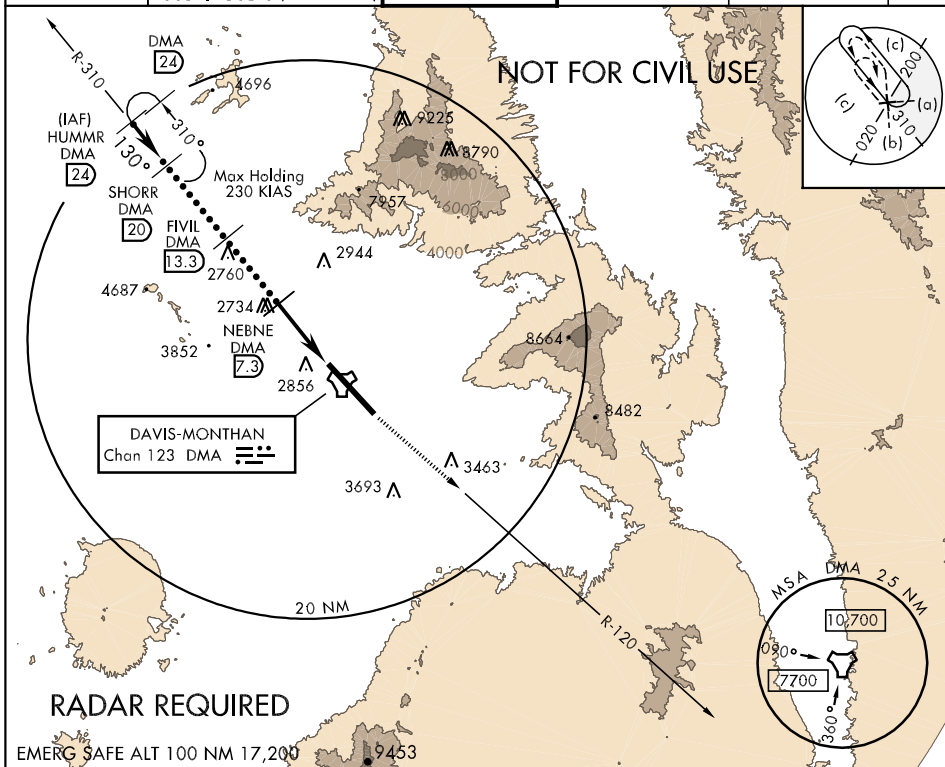


TACAN DMA Chan <b>123</b>	APCH CRS <b>130°</b>	Rwy Idg <b>13,643</b> TDZE <b>2615</b> Arpt Elev <b>2704</b>	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)
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\* Circling not authorized S of Rwy 12-30.

**MISSED APPROACH:** Track outbound on DMA R-120 to 8000 expect RADAR vectors.

ATIS ★ 270.1	TUCSON APP CON 125.1 269.55 (090° - 285°) 119.4 318.1 (275° - 089°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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TACAN DMA Chan **123** APCH CRS **299°** Rwy Idg **13,643**  
TDZE **2704**  
Arpt Elev **2704**

JAL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

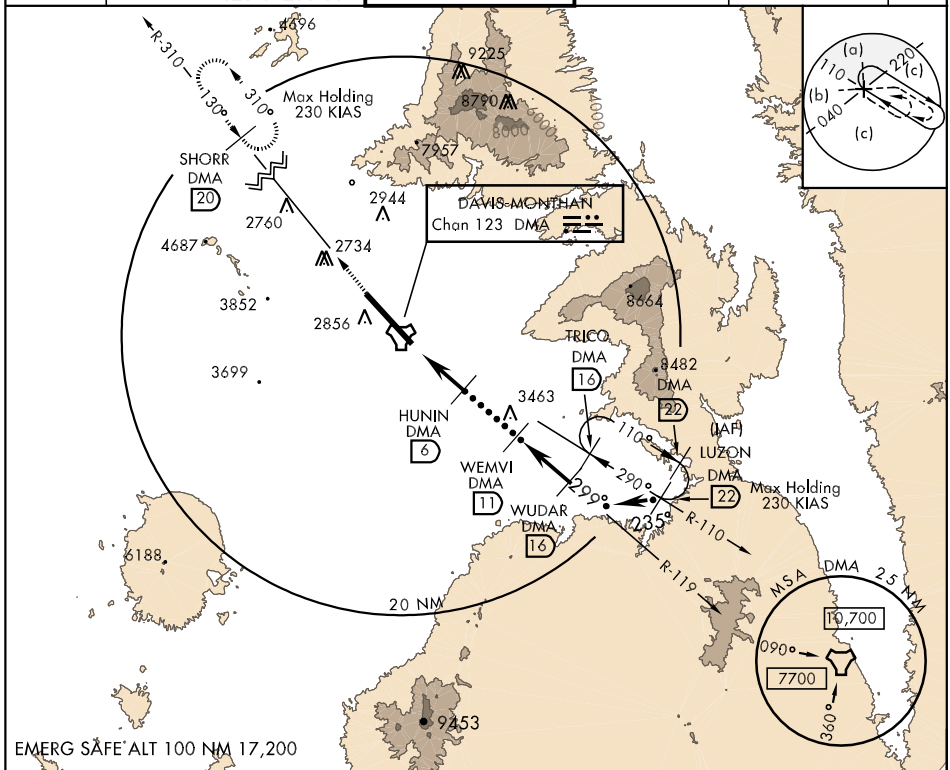
▽ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT D vis to 2 miles, CAT E vis to 2½ miles.  
\*\* Circling not authorized S of Rwy 12-30.

ALSF-1

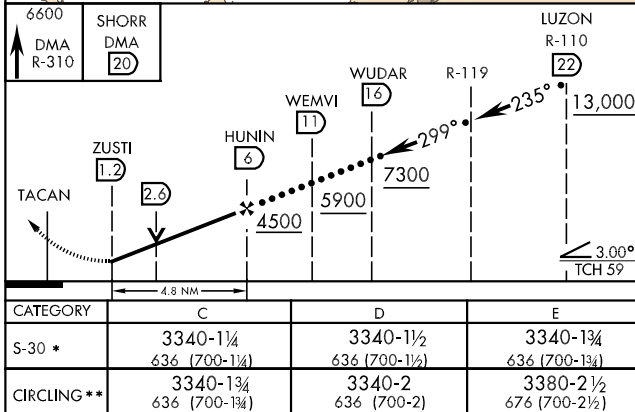


MISSED APPROACH: Climb to 6600  
out DMA R-310 to 20 DME and hold.

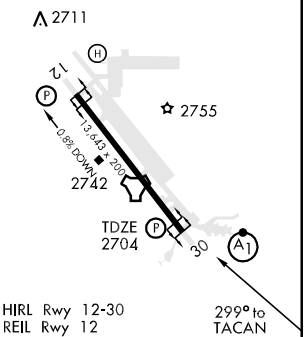
ATIS★ <b>270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	DAVIS-MONTHAN TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>	PAR
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EMERG SAFE ALT 100 NM 17,200



ELEV 2704



HIRL Rwy 12-30  
REIL Rwy 12

299° to TACAN

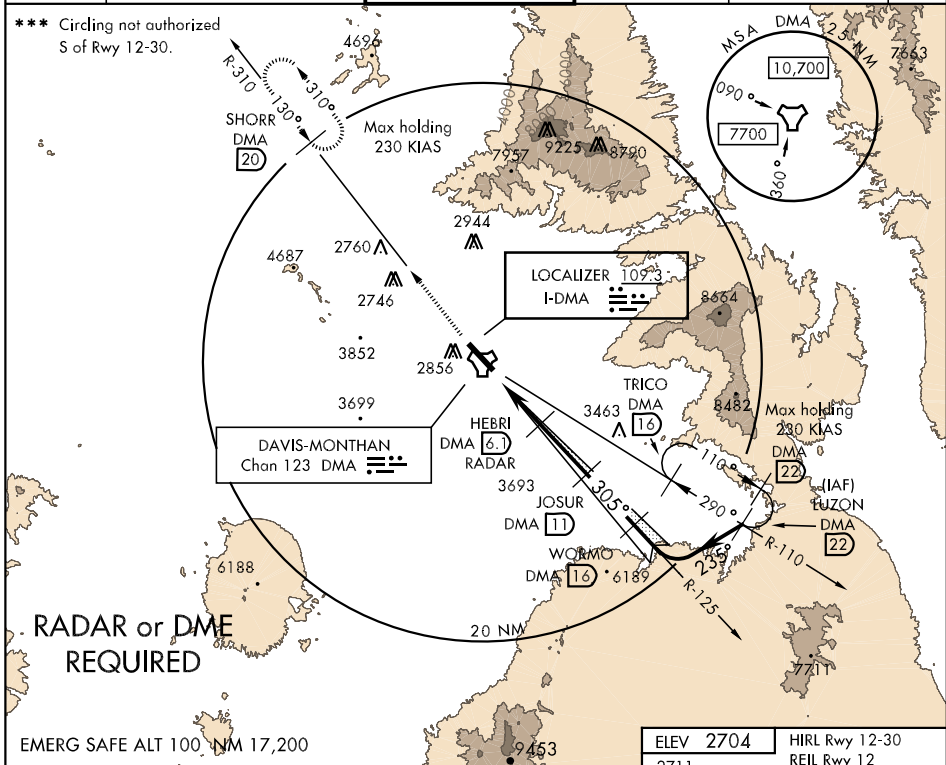
LOC I-DMA <b>109.3</b>	APCH CRS <b>305°</b>	Rwy Idg <b>13,643</b> TDZE <b>2704</b> Arpt Elev <b>2704</b>
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

<b>▽</b> * When ALS inop, increase CAT ABCDE vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to $1\frac{3}{4}$ miles, CAT D vis to 2 miles, CAT E vis to $2\frac{1}{4}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.		
ATIS★ <b>270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	DAVIS-MONTHAN TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>	PAR	

\*\*\* Circling not authorized  
S of Rwy 12-30.



6600

DMA

R-310

SHORR

DMA

20

HEBRI

6.1

/RADAR

4490

JOSUR

11

5900

Intcp LLZ

WORMO

16

7300

LUZON

R-110

22

10,000

TACAN

WALRA

1.2

4500

2.6

4.9 NM

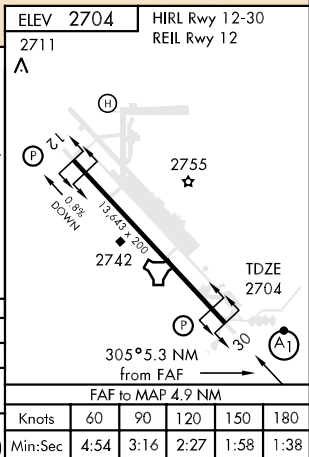
235°

305°

GS 3.00°

TCH 59

CATEGORY	A	B	C	D	E
S-ILS 30 *	2904-½ 200 (200-½)				
S-LOC 30 **	3340-½ 636 (700-½)	3340-¼ 636 (700-¼)	3340-½ 636 (700-½)	3340-¾ 636 (700-¾)	3340-1 636 (700-1)
CIRCLING ***	3340-1 636 (700-1)	3340-¾ 636 (700-¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)	3380-2 676 (700-2)



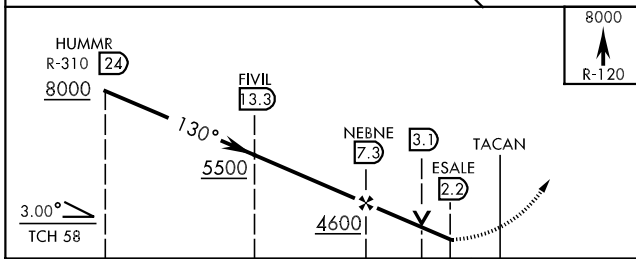
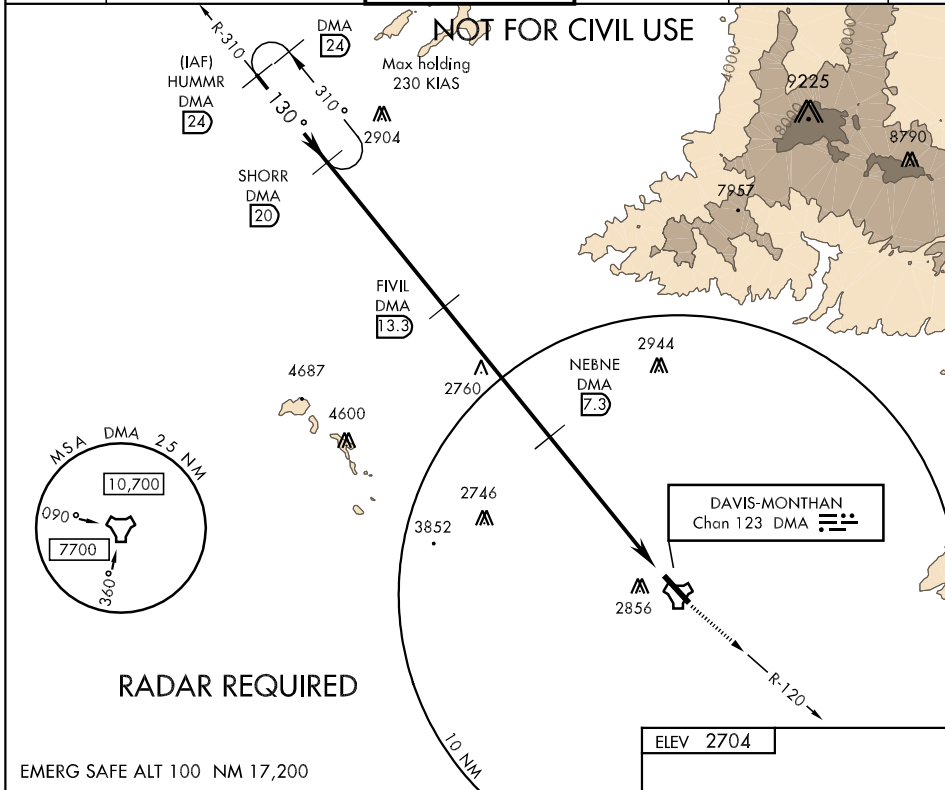
TACAN DMA Chan 123	APCH CRS 130°	Rwy ldg 13,643 TDZE 2615 Arprt Elev 2704
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AL-429 [USAF]

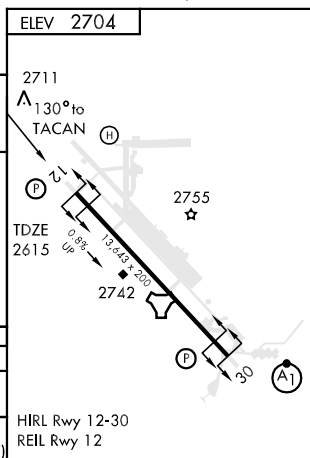
DAVIS-MONTHAN AFB (KDMA)

* Circling not authorized S of Rwy 12-30.			MISSED APPROACH: Track outbound on DMA R-120 to 8000 MSL expect RADAR vectors.		
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ATIS★ 270.1	TUCSON APP CON 090°-285° 125.1 269.55 286°-089° 119.4 318.1	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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CATEGORY	A	B	C	D	E
S-12	3160-1 545 (500-1)	545 (500-1)	3160-1½ 545 (500-1½)	3160-1¾ 545 (500-1¾)	3160-2 545 (500-2)
CIRCLING *	3220-1 516 (600-1)	3240-1½ 536 (600-1½)	3280-2 576 (600-2)	3380-2½ 676 (700-2½)	



TACAN DMA Chan <b>123</b>	APCH CRS <b>299°</b>	Rwy Idg <b>13,643</b> TDZE <b>2704</b> Arprt Elev <b>2704</b>
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

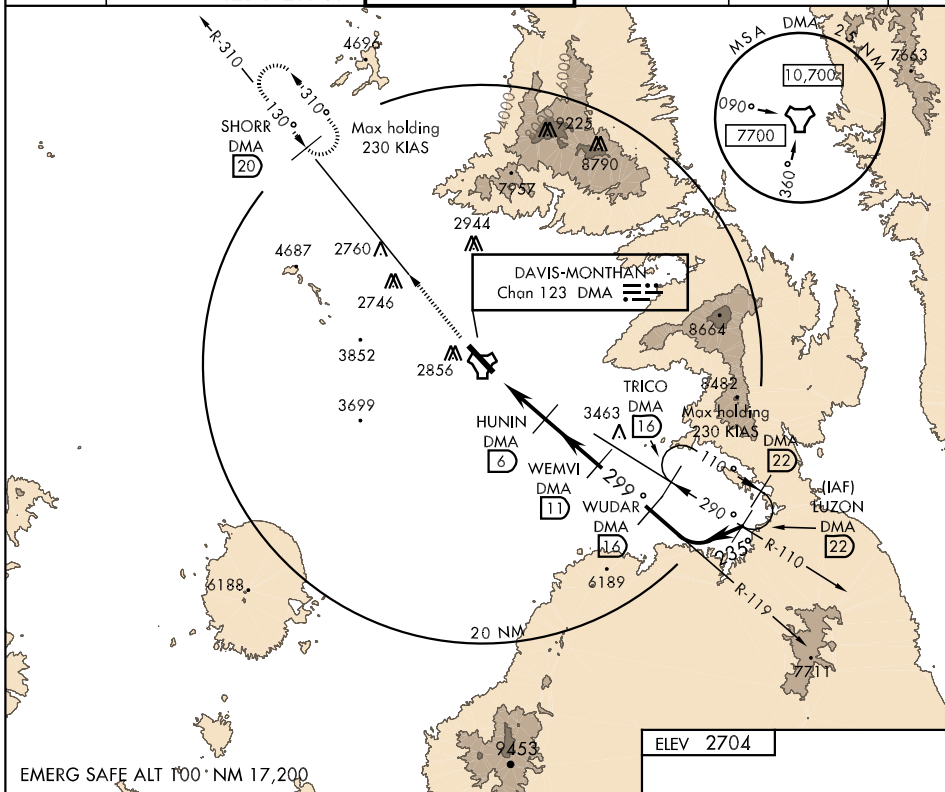
▼ \* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 3/4 miles, CAT D vis to 2 miles, CAT E vis to 2 1/4 miles.  
 \*\* Circling not authorized S of Rwy 12-30.

ALSF-1

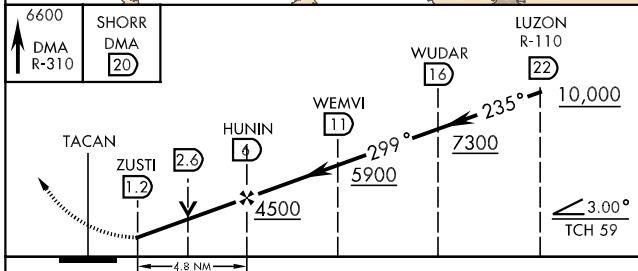


MISSED APPROACH: Climb to 6600 out  
DMA R-310 to 20 DME and hold.

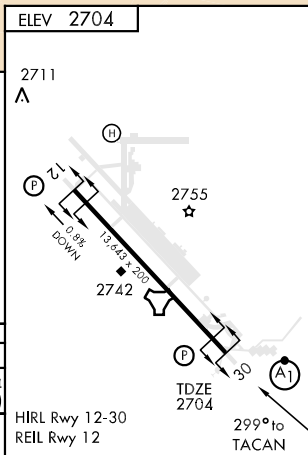
ATIS★ <b>270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	DAVIS-MONTHAN TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>	PAR
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EMERG SAFE ALT 100° NM 17,200



CATEGORY	A	B	C	D	E
S-30 *	3340-1/2 636 (700-1/2)	3340-1 636 (700-1)	3340-1 1/4 636 (700-1 1/4)	3340-1 1/2 636 (700-1 1/2)	3340-1 3/4 636 (700-1 3/4)
CIRCLING **	3340-1 636 (700-1)	3340-1 1/4 636 (700-1 1/4)	3340-2 636 (700-2)	3380-2 1/2 676 (700-2 1/2)	



HRL Rwy 12-30  
REIL Rwy 12

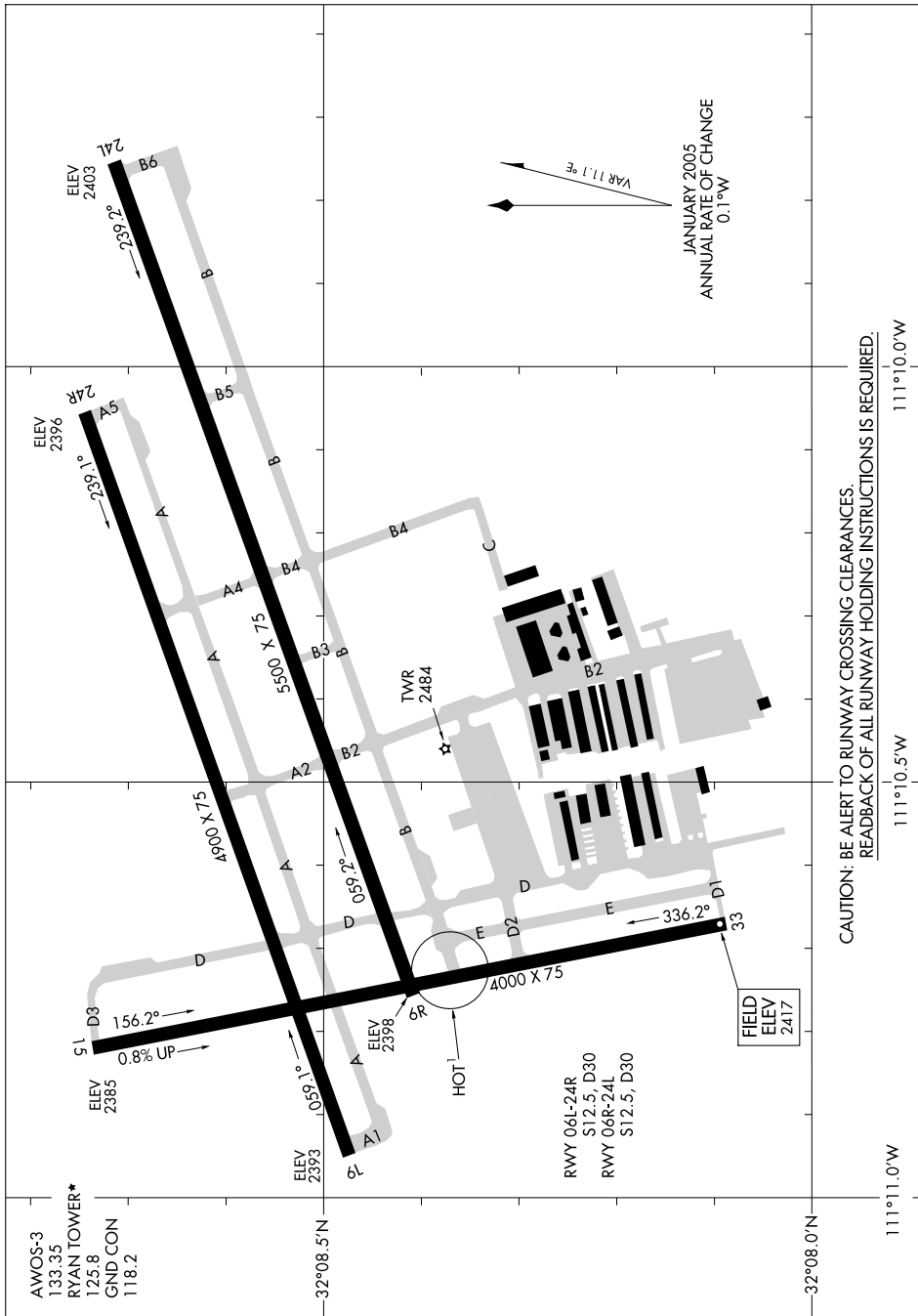
299° to  
TACAN

## AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA



SW-4. 03 JUN 2010 to 01 JUL 2010

AL-6513 (FAA)

LOC I-IVI <b><u>111.1</u></b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>2402</b> <b>2417</b>
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ILS or LOC RWY 6R  
TUCSON/RYAN FIELD (RYN)



**MISSED APPROACH:** Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB Int and hold.

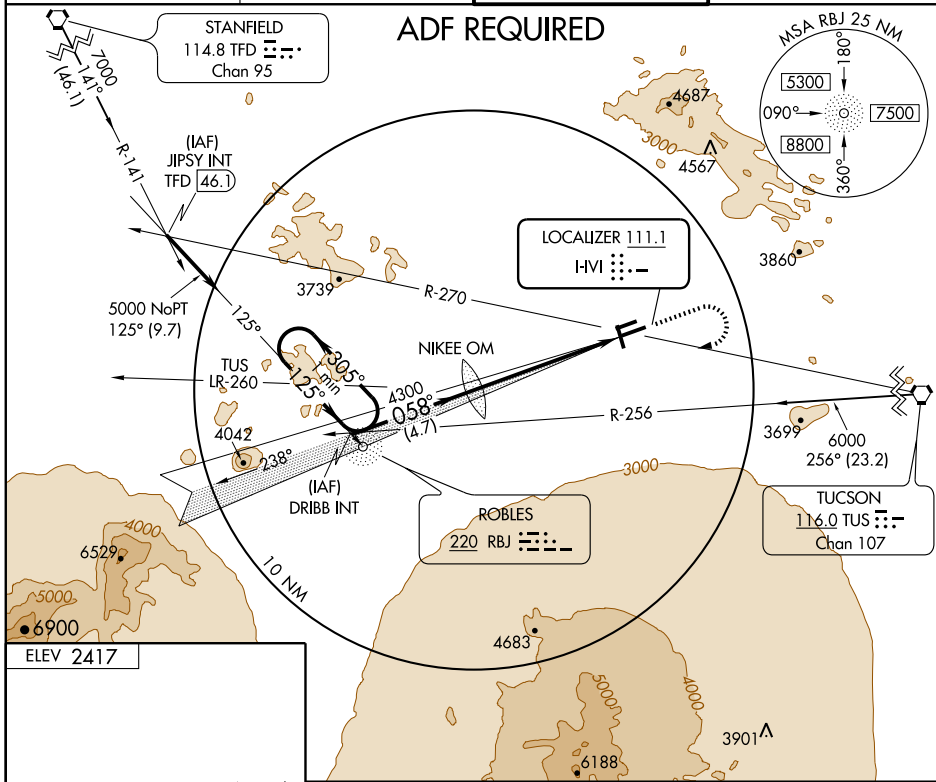
AWOS-3  
**133.35**

TUCSON APP CON  
**128.5 395.9**

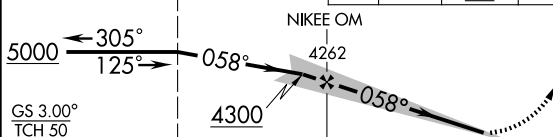
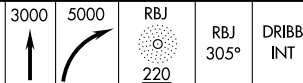
RYAN TOWER ★  
125.8 (CTAF) L

GND CON  
**118.2**

## ADF REQUIRED



### One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 6R	2652-1		250 (300-1)	
S-LOC 6R	2900-1	498 (500-1)	2900-1¼ 498 (500-1¼)	2900-1½ 498 (500-1½)
CIRCLING	2900-1	483 (500-1)	2900-1½ 483 (500-1½)	2980-2 563 (600-2)

SW-4. 03 JUN 2010 to 01 JUL 2010

NDB RYN <b>338</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev <b>5500</b> <b>2400</b> <b>2415</b>
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# NDB/DME or GPS RWY 6R

TUCSON/ RYAN FIELD (RYN)

**NA** DME from TUS VORTAC  
Simultaneous reception of RYN NDB and TUS DME required.

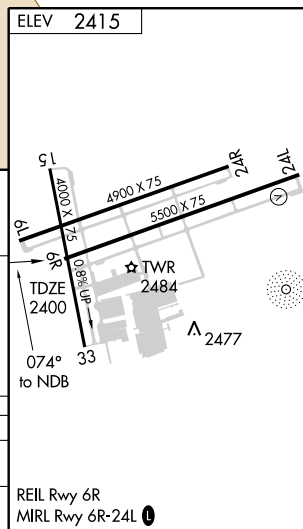
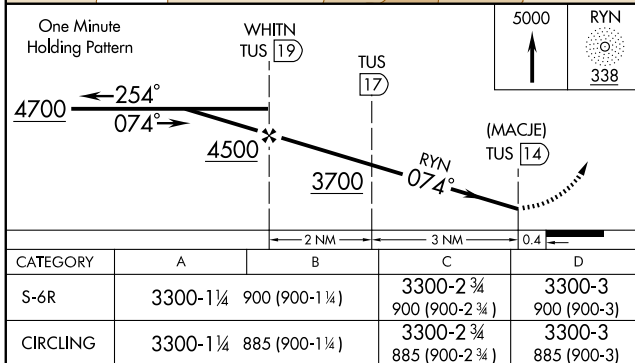
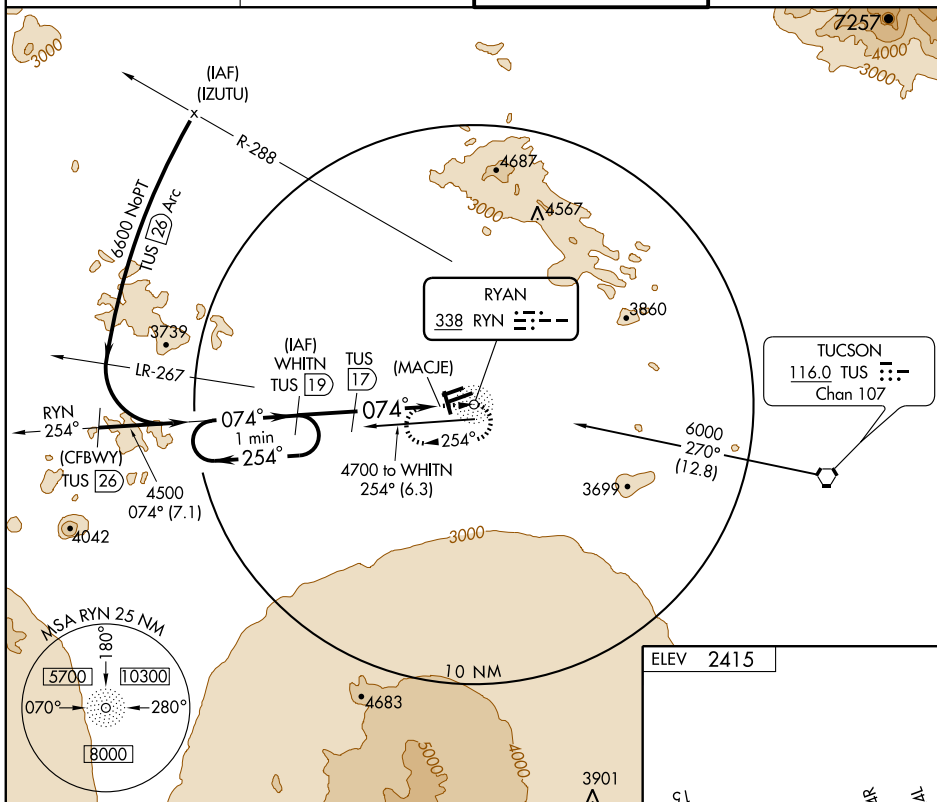
MISSED APPROACH: Climb to 5000 direct RYN NDB and hold.

AWOS-3  
**133.35**

TUCSON APP CON  
**128.5 395.9**

RYAN TOWER ★  
**125.8 (CTAF)**

GND CON  
**118.2**



# AIRPORT DIAGRAM

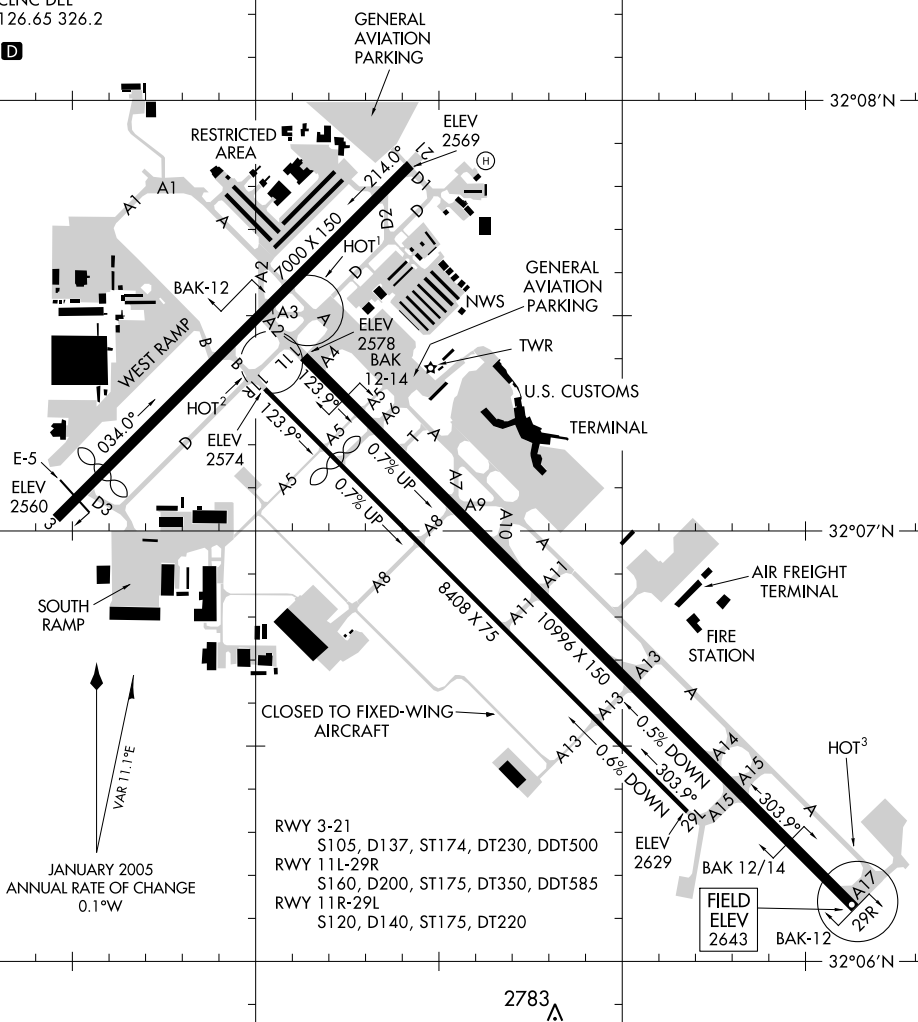
AL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA

ATIS  
123.8 279.65  
TUCSON TOWER  
118.3 257.8  
GND CON  
124.4 348.6  
CLNC DEL  
126.65 326.2

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE



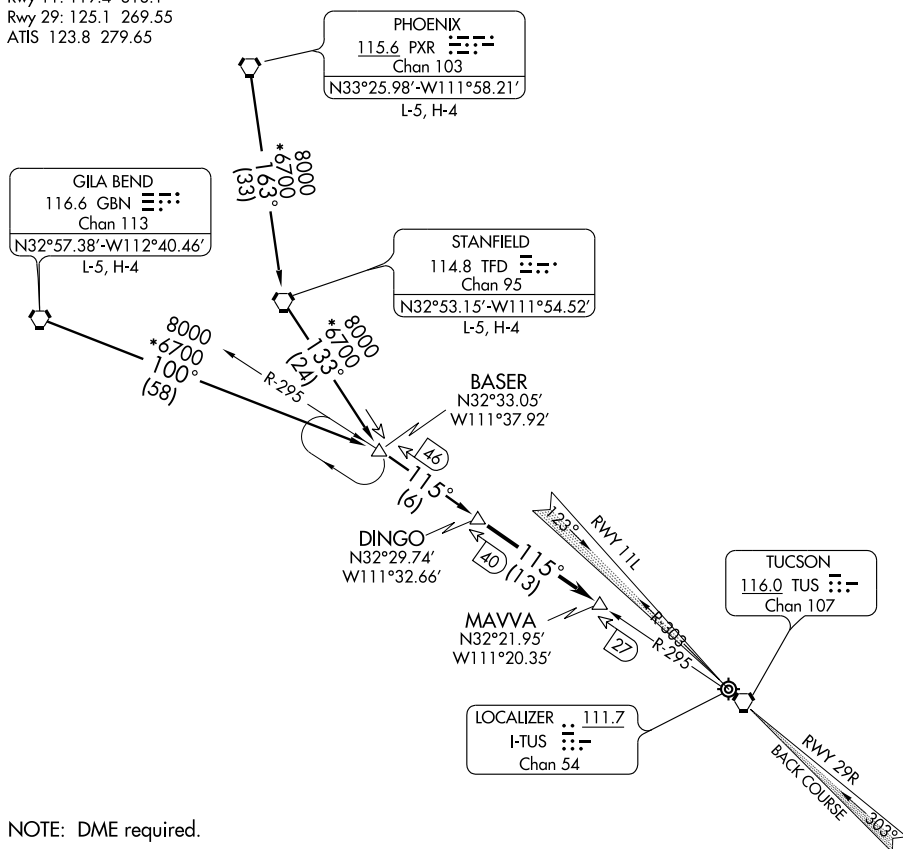


TUCSON APP CON

Rwy 11: 119.4 318.1

Rwy 29: 125.1 269.55

ATIS 123.8 279.65



**GILA BEND TRANSITION (GBN.DINGO5):** From over GBN VORTAC via GBN R-100 to BASER INT, then via TUS R-295 to DINGO INT. Thence....

**PHOENIX TRANSITION (PXR.DINGO5):** From over PXR VORTAC via PXR R-163 to TFD VORTAC. Then via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

**STANFIELD TRANSITION (TFD.DINGO5):** From over TFD VORTAC via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

....From over DINGO INT via TUS R-295 to MAVVA INT. Thence, for Runway 11L via heading 075° to intercept I-TUS localizer or TUS VORTAC R-303, and expect approach clearance for Rwy 11L. For Runway 29R expect radar vectors to final approach course Runway 29R.

▼

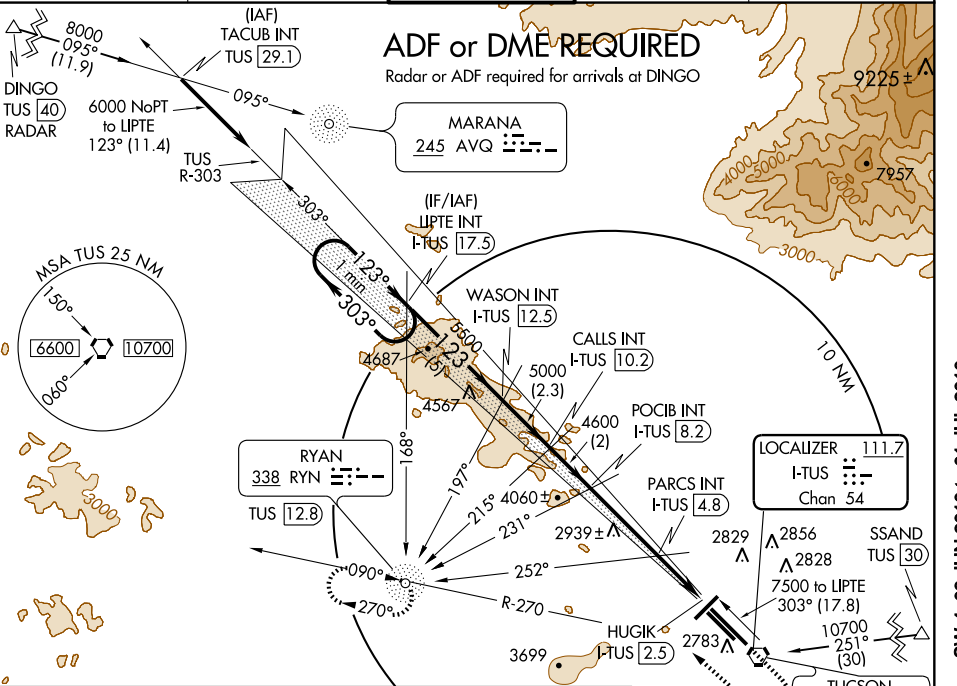
▲

For inoperative MALSR, increase S-ILS 11L Cat E visibility to RVR 5000, S-LOC 11L Cat D and Cat E visibility to RVR 5000. ADF or DME required.

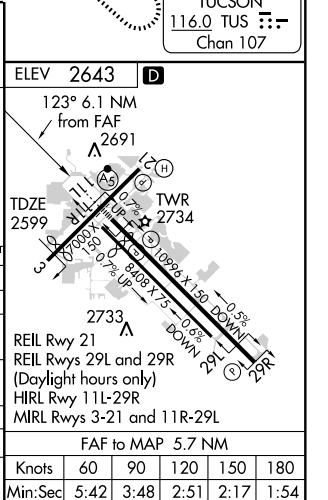
MALSR

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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<div>LIPTTE INT I-TUS 17.5</div> <div>One Minute Holding Pattern</div> <div>6000 ← 303°</div> <div>123° →</div> <div>GS 3.00° TCH 55</div> <div>Use I-TUS DME when on the localizer course.</div>					
<div>WASON INT I-TUS 12.5</div> <div>CALLS INT I-TUS 10.2</div> <div>POCIB INT I-TUS 8.2</div> <div>PARCS INT I-TUS 4.8</div> <div>HUGIK I-TUS 2.5</div> <div>4000</div> <div>6000</div> <div>TUS R-270 116.0</div> <div>RYN 338</div>					
<div>5 NM</div> <div>2.3 NM</div> <div>2 NM</div> <div>3.4 NM</div> <div>2.3 NM</div> <div>0.4</div>					
CATEGORY	A	B	C	D	E
S-ILS 11L	2800/24 201 (200-½)				
S-LOC 11L	3480-1¼ 881 (900-1¼)	3480-2¾ 881 (900-2¾)	3480-3 881 (900-3)		
CIRCLING	3480-1¼ 837 (900-1¼)	3480-2¾ 837 (900-2¾)	3480-3 837 (900-3)	3740-3 1097 (1100-3)	
PARCS FIX MINIMUMS					
S-LOC 11L	2900/24 301 (300-½)	2900/40 301 (300-¾)			
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)



SW-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-TUS <b>111.7</b> Chan <b>54</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev <b>10996</b> <b>2643</b>
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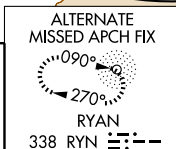
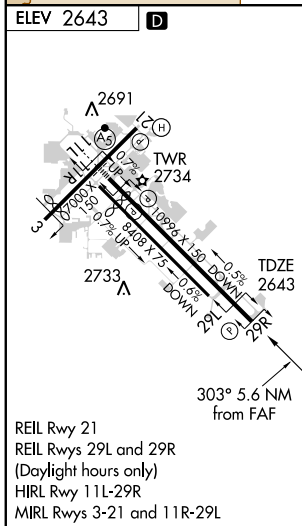
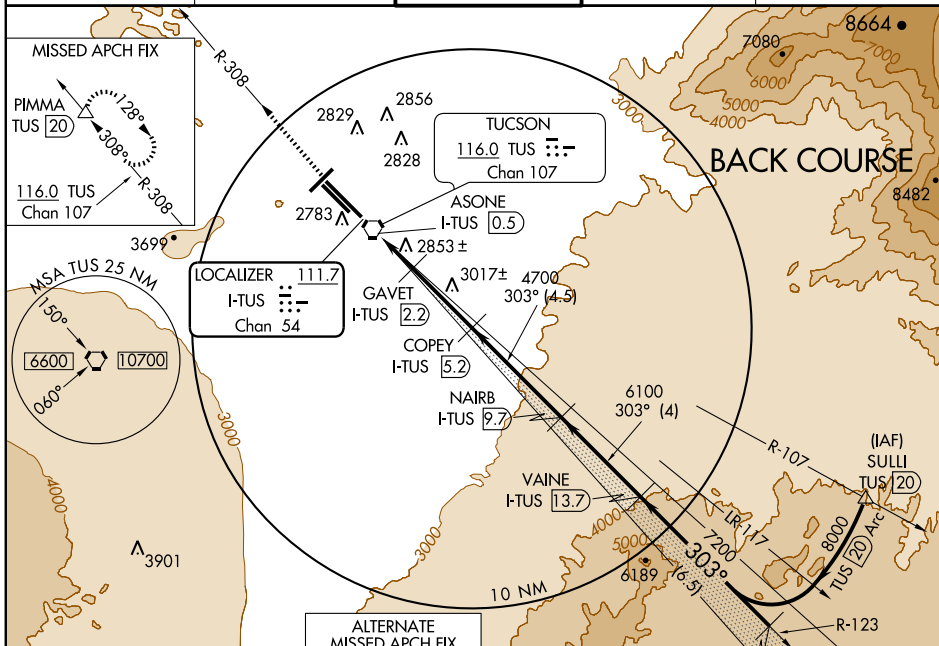
# LOC/DME BC RWY 29R

## TUCSON INTL (TUS)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6800 via TUS VORTAC R-308 to PIMMA/TUS VORTAC 20 DME and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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6800 TUS R-308	PIMMA △	Use I-TUS DME when on the localizer course. VGSI and descent angles not coincident. Disregard glide slope indications.			
GAVET I-TUS 2.2	COPEY I-TUS 5.2	NAIRB I-TUS 9.7	VAINE I-TUS 13.7	ILEEN I-TUS 20.2	8000
ASONE I-TUS 0.5	3640	4700	6100	7200	303°
0.9	1.7 NM	3 NM	4.5 NM	4 NM	6.5 NM
CATEGORY	A	B	C	D	E
S-29R	3120-1	477 (500-1)	3120-1¼ 477 (500-1¼)	3120-1½ 477 (500-1½)	3120-1¾ 477 (500-1¾)
CIRCLING	3120-1 477 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

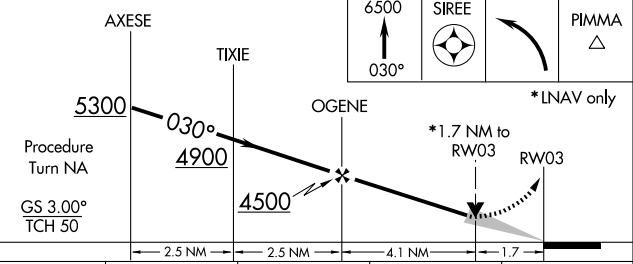
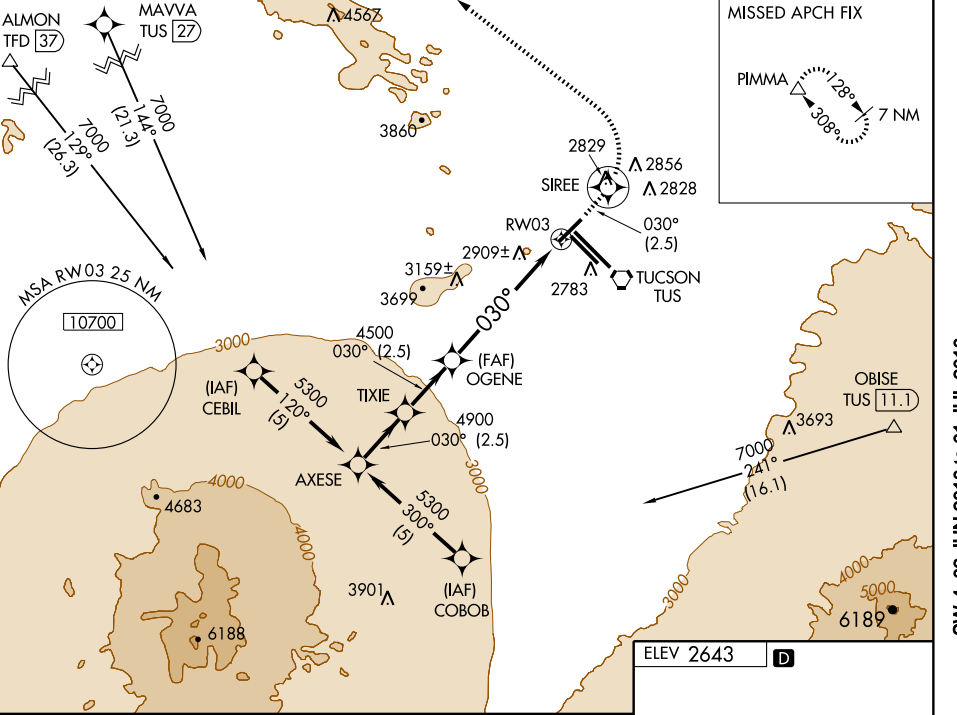
▼

▲

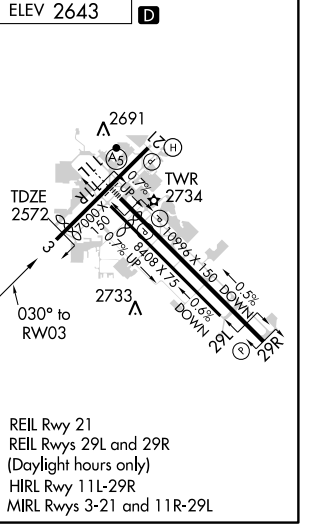
For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -20°C (-4°F) or above 43°C (111°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 030° course to  
SIREE, and climbing left turn direct PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3176-2¼ 604 (600-2¼)			
LNAV MDA	3160-1 588 (600-1)	3160-1½ 588 (600-1½)	3160-2 588 (600-2)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)



APP CRS	Rwy Idg	<b>6998</b>
<b>123°</b>	TDZE	<b>2605</b>
	Apt Elev	<b>2643</b>

RNAV (GPS) RWY 11R  
TUCSON INTL (TUS)

TUCSON INTL (TUS)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -20°C (-4°F) or above 43°C (111°F).  
**A** NA DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6000 via 123° course to RUVIE WP then climbing right turn direct RYN NDB and hold.

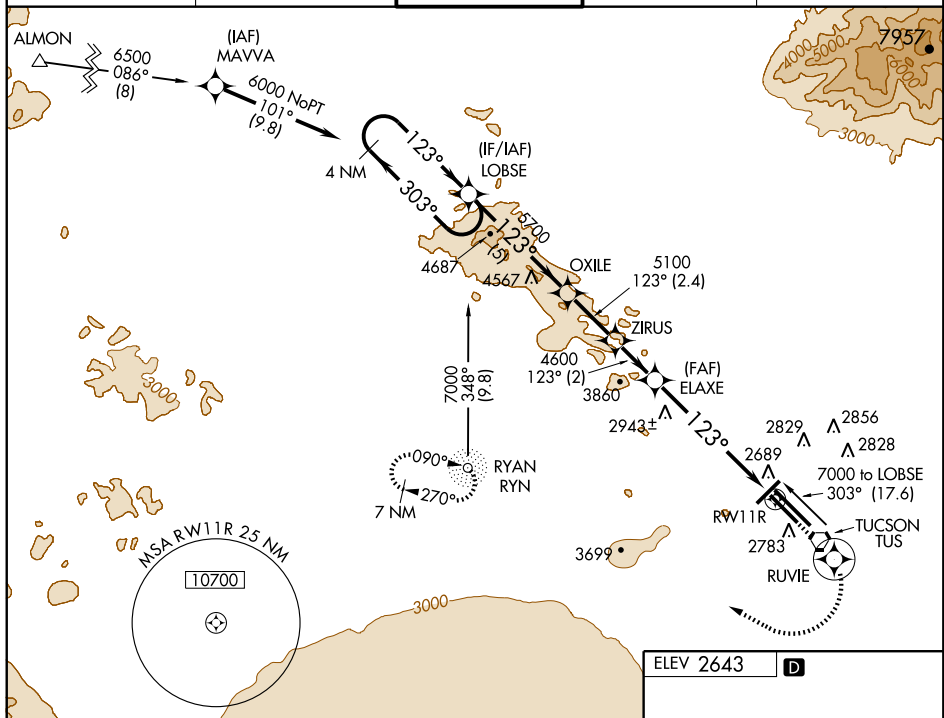
ATIS  
123.8 279.65

TUCSON APP CON  
119.4 318.1

TUCSON TOWER  
118.3 257.8

GND CON  
124.4 348.6

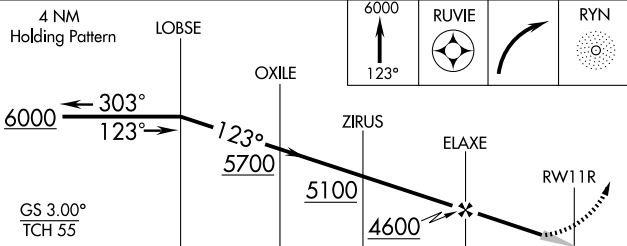
CLNC DEL  
126.65 326.2



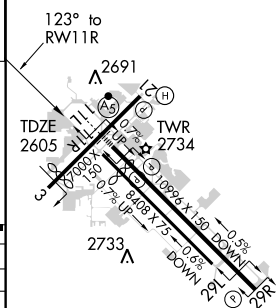
SW-4. 03 JUN 2010 to 01 JUL 2010

ELEV 2643

**D**



		5 NM	2.4 NM	2 NM	6 NM	
CATEGORY	A	B		C	D	
GLS DA	NA					
RNAV/ VNAV DA	2965-1¼ 360 (400-1¼)					
RNAV MDA	3200-1	595 (600-1)		3200-1½ 595 (600-1½)	3200-1¾ 595 (600-1¾)	
CIRCLING	3200-1 557 (600-1)	3220-1 577 (600-1)		3220-1½ 577 (600-1½)	3220-2 577 (600-2)	



REIL Rwy 21  
REIL Rwy 29L and 29R  
(Daylight hours only)  
HIRL Rwy 11L-29R  
MIRL Rwy 3-21 and 11R-29L

APP CRS	Rwy Idg	<b>6000</b>
<b>213°</b>	TDZE	<b>2573</b>
	Apt Elev	<b>2643</b>

# RNAV (GPS) RWY 21

## TUCSON INTL (TUS)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -20°C (-4°F) or above 43°C (111°F).  
**▲** NA DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6000 via 213° course to WADSO WP, then via 203° course to LIKLE WP, then climbing right turn direct RYN NDB and hold.

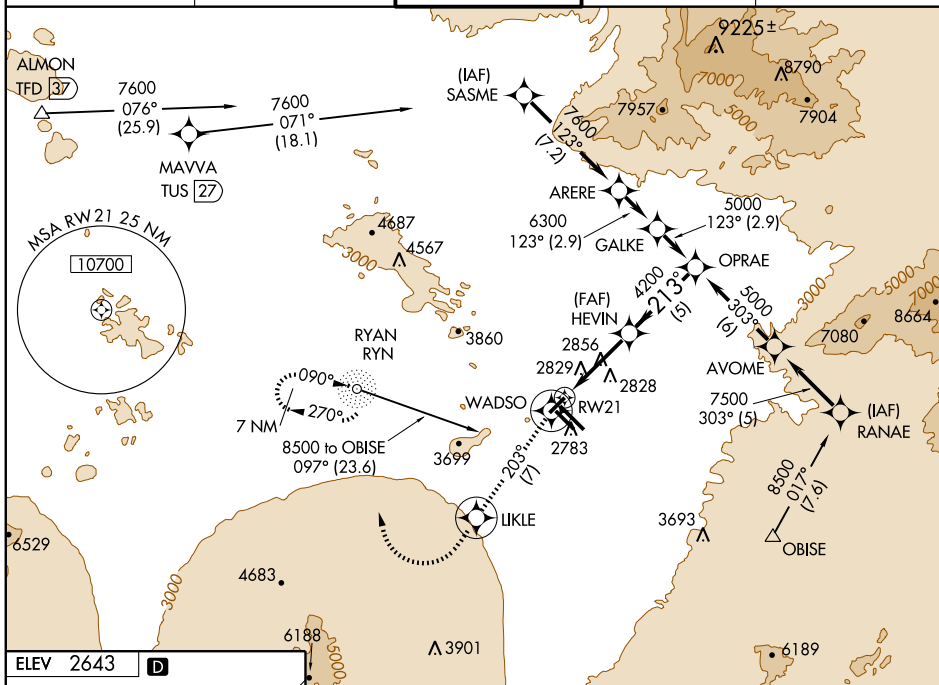
ATIS  
**123.8 279.65**

TUCSON APP CON  
**119.4 318.1**

TUCSON TOWER  
**118.3 257.8**

GND CON  
**124.4 348.6**

CLNC DEL  
**126.65 326.2**

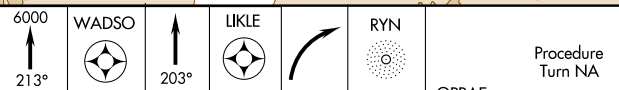


SW-4. 03 JUN 2010 to 01 JUL 2010

ELEV 2643

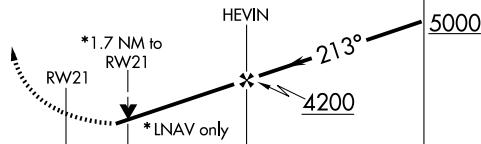
**D**

213° to  
RWY21



Procedure  
Turn NA

VGSI and RNAV glidepath not coincident.



GS 3.00°  
TCH 50

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3141-2 568 (600-2)			
LNAV MDA	3160-1 587 (600-1)	3160-1½ 587 (600-1½)	3160-1¾ 587 (600-1¾)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)

REIL Rwy 21  
REIL Rwy 29L and 29R  
(Daylight hours only)  
HIRL Rwy 11L-29R  
MIRL Rwy 3-21 and 11R-29L





▼

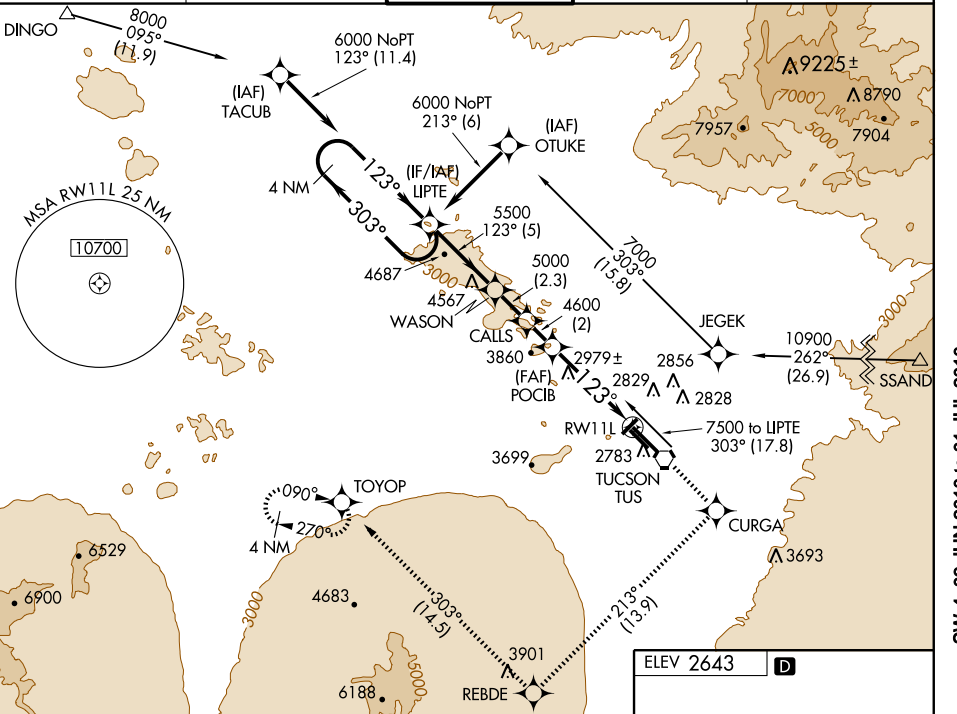
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP- 0.3 NA.  
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV visibility Cat E to RVR 6000, LNAV visibility Cat E to 2 ¼.

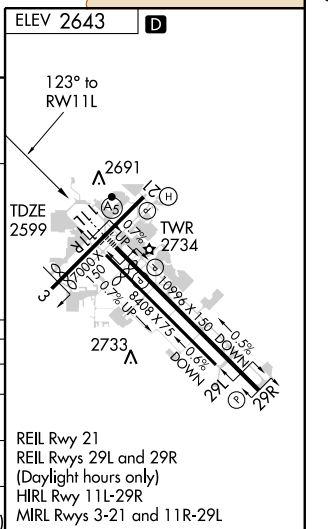
MALSR

MISSED APPROACH: Climb to 6000 (CAT E 8000) via direct CURGA and via 213° track to REBDE and via 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



4 NM Holding Pattern		LIPTE	6000	CURGA	213° track	REBDE	303° track	TOYOP
6000 ← 303°		123° →	5500	5000	4600	4600	4600	4600
GS 3.00° TCH 55								
5 NM		2.3 NM	2 NM	4.2 NM	1.9			
CATEGORY	A	B	C	D	E			
LPV DA	2849/24		250 (300-½)					
LNAV/VNAV DA	2956/40		357 (400-¾)					
LNAV MDA	3240/24	641 (600-½)	3240/60	3240-1½	3240-1¾	3240-1	3240-1	3240-1
			641 (600-1¼)	641 (600-1½)	641 (600-1¾)	641 (600-1)	641 (600-1)	641 (600-1)
CIRCLING	3240-1	597 (600-1)	3240-1½	3240-2	3240-3	3240-3	3240-3	3240-3
			597 (600-1½)	597 (600-2)	597 (600-2)	597 (600-2)	597 (600-2)	597 (600-2)



SW-4, 03 JUN 2010 to 01 JUL 2010

WAAS  
CH 86899  
W29A

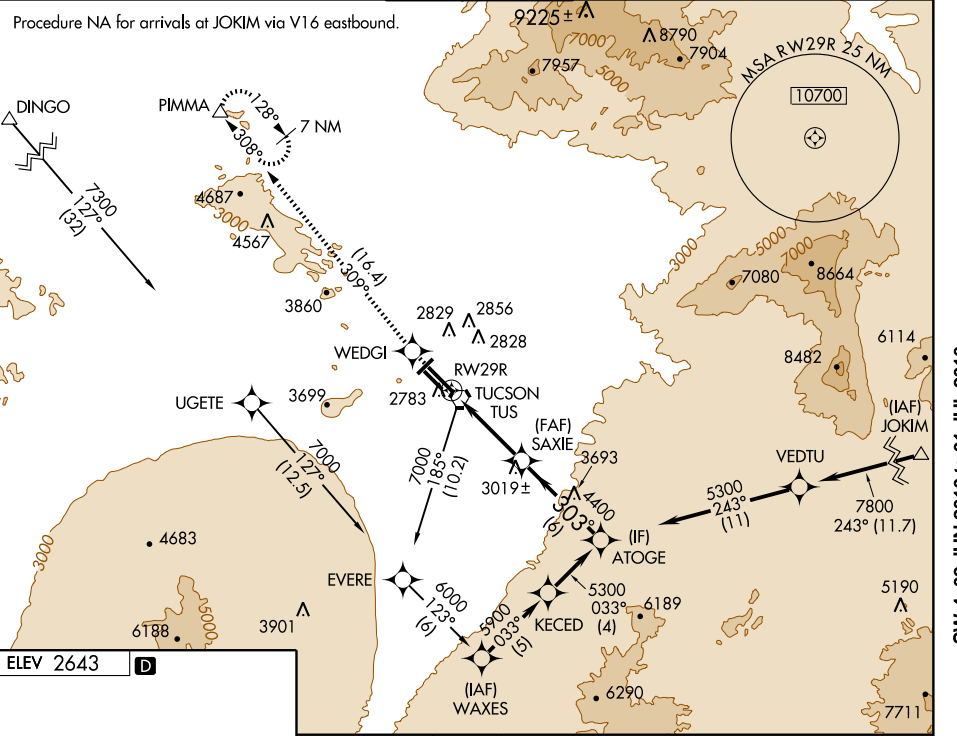
APP CRS  
303°

Rwy Idg 10996  
TDZE 2643  
Apt Elev 2643

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA. When VGSi inoperative, procedure NA at night.

MISSED APPROACH: Climb to 6800 direct WEDGI and 309° track to PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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ELEV 2643

	6800	WEDGI	309° track	PIMMA	ATOGE	Procedure Turn NA
				SAXIE	5300	
				RW29R	4400	
					5.3 NM	6 NM
CATEGORY	A	B	C	D	E	
LPV DA	2929-1 286 (300-1)					
LNAV/VNAV DA	3106-1½ 463 (500-1½)				3106-1¾ 463 (500-1¾)	
LNAV MDA	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3280-2 637 (700-2¼)	3280-2¼ 637 (700-2¼)	
CIRCLING	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3740-3 1097 (1100-3)		

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## RNAV (RNP) Y RWY 11L

TUCSON INTL (TUS)

APP CRS	Rwy Idg	<b>10996</b>
<b>123°</b>	TDZE	<b>2599</b>
	Apt Elev	<b>2643</b>

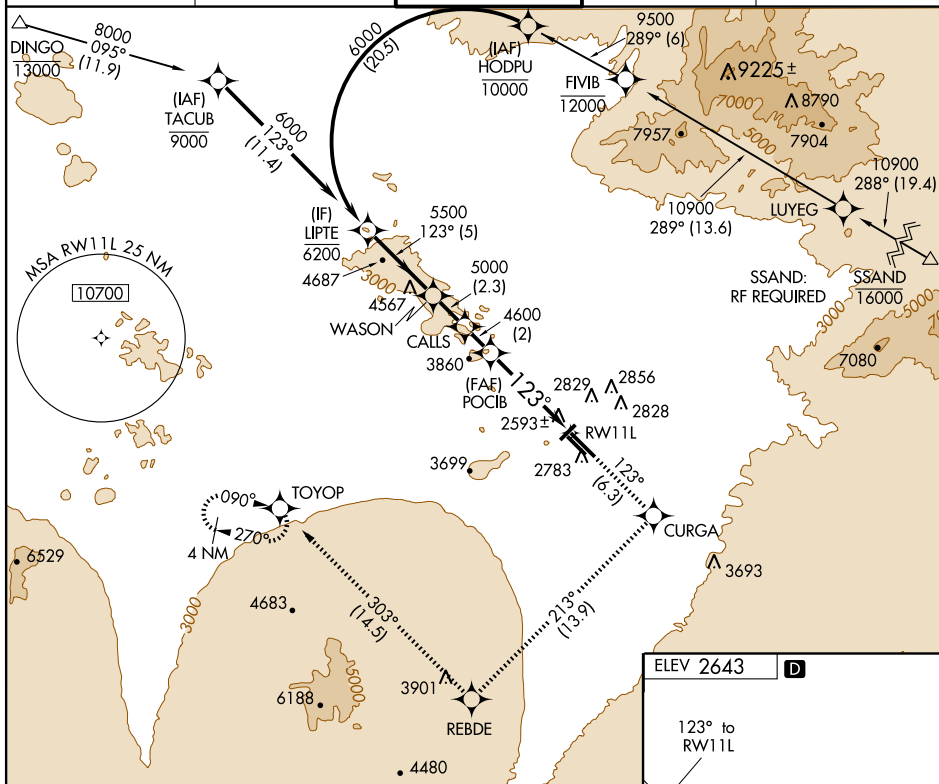
**NA** For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (111°F). For inoperative MALS, increase RNP 0.30 visibility to RVR 6000 all Cats. GPS required.

MALS



MISSED APPROACH: Climb to 6000 via 123° track to CURGA, 213° track to REBDE, 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
<b>123.8 279.65</b>	<b>119.4 318.1</b>	<b>118.3 257.8</b>	<b>124.4 348.6</b>	<b>126.65 326.2</b>

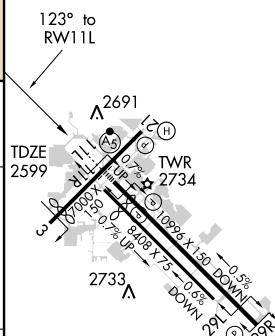


LIPTE	WASON	CALLS	POCIB	RWY 11L
6000	5500	5000	4600	
Procedure Turn NA				
GP 3.00°				
TCH 55				
5 NM	2.3 NM	2 NM	6.1 NM	
CATEGORY	A	B	C	D
RNP 0.30 DA		2947/40	348 (400-¾)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

ELEV 2643

D



REIL Rwy 21  
REIL Rws 29L and 29R  
(Daylight hours only)  
HIRL Rwy 11L-29R  
MIRL Rws 3-21 and 11R-29L

APP CRS <b>303°</b>	Rwy Idg <b>10996</b> TDZE <b>2643</b> Apt Elev <b>2643</b>
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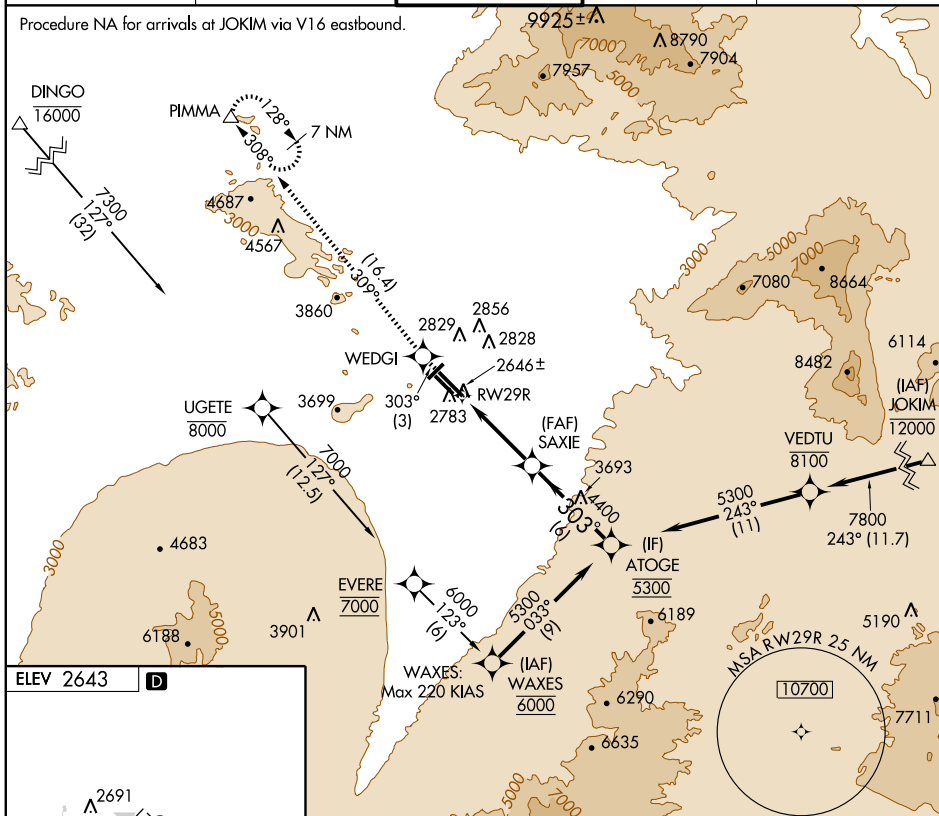
RNAV (RNP) Y RWY 29R  
TUCSON INTL (TUS)

**T** When VGSI inoperative, procedure NA at night. GPS required.  
**A** NA For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

**MISSED APPROACH:** Climb to 6500 via 303° track to WEDGI, 309° track to PIMMA and hold.

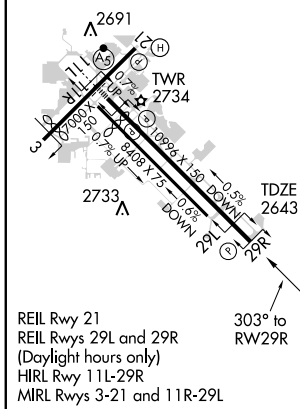
ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2

### Procedure NA for arrivals at JOKIM via V16 eastbound.



ELEV 2643

**D**



6500 ↑ 303° track	WEDGI ✦	309° track	PIMMA △	SAXIE 4400 303° 4400 ATOGE 5300 GP 3.00° TCH 53	
RW29R		5.3 NM		6 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA	2989-1¼ 346 (400-1¼)				
<b>SPECIAL AIRCRAFT &amp; AIRCREW AUTHORIZATION REQUIRED</b>					

SW-4. 03 JUN 2010 to 01 JUL 2010

## TUCSON SEVEN DEPARTURE

SL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA

## TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple trees and a sign beginning 1385' from DER, 322' left of centerline to 333' right of centerline, up to 45' AGL/2626' MSL.

RWY 11L: Multiple bushes and vents beginning 115' from DER, 606' left of centerline to 383' right of centerline, up to 24' AGL/2674' MSL.

RWY 11R: Tree 584' from DER, 176' right of centerline, 25' AGL/2645' MSL.

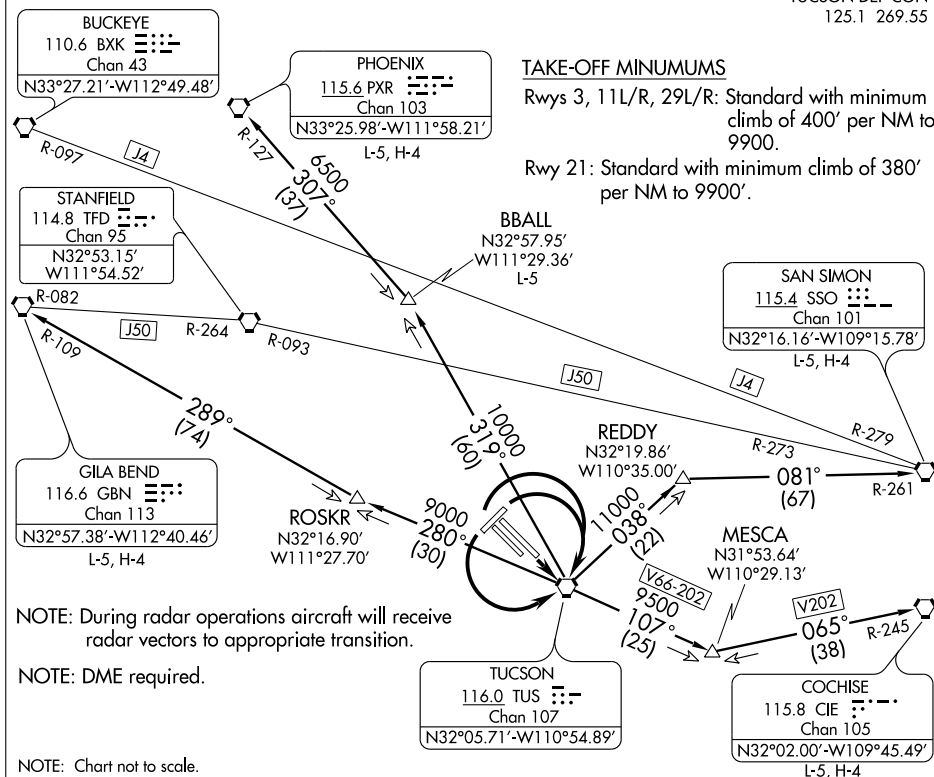
RWY 21: Multiple bushes, poles, lights, railroad cars, and trees beginning 104' from DER, 594' left of centerline to 330' right of centerline, up to 48' AGL/2616' MSL.

ATIS  
123.8 279.65  
CLNC DEL  
126.65 326.2  
GND CON  
124.4 348.6  
TUCSON TOWER  
118.3 257.8  
TUCSON DEP CON  
125.1 269.55

## TAKE-OFF MINIMUMS

Rwys 3, 11L/R, 29L/R: Standard with minimum climb of 400' per NM to 9900.

Rwy 21: Standard with minimum climb of 380' per NM to 9900'.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R: Climb direct TUS VORTAC. Thence. . .

TAKE-OFF RUNWAYS 3, 29L/R: Climbing right turn direct TUS VORTAC. Thence. . .

TAKE-OFF RUNWAY 21: Climbing left turn direct TUS VORTAC. Thence. . .

. . . via assigned transition. Maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BBALL TRANSITION (TUS7.BBALL): From over TUS VORTAC via TUS R-319 to BBALL INT.

COCHISE TRANSITION (TUS7.CIE): From over TUS VORTAC via TUS R-107 and CIE R-245 to CIE VORTAC.

GILA BEND TRANSITION (TUS7.GBN): From over TUS VORTAC via TUS R-280 and GBN R-109 to GBN VORTAC.

PHOENIX TRANSITION (TUS7.PXR): From over TUS VORTAC via TUS R-319 and PXR R-127 to PXR VORTAC.

SAN SIMON TRANSITION (TUS7.SSO): From over TUS VORTAC via TUS R-038 and SSO R-261 to SSO VORTAC.

VORTAC TUS <b>116.0</b> Chan <b>107</b>	APP CRS <b>303°</b>	Rwy Idg <b>10996</b> TDZE <b>2641</b> Apt Elev <b>2643</b>
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VOR/DME or TACAN RWY 29R

TUCSON INTL (TUS)



MISSED APPROACH: Climb to 6500 to PIMMA/TUS 20 DME via TUS R-308.

ATIS  
123.8 279.65

TUCSON APP CON  
119.4 318.1

TUCSON TOWER  
118.3 257.8

GND CON  
124.4 348.6

CLNC DEL  
**126.65 326.2**

MISSED APCH FIX

PIMMA  
TUS 20

116.0 TUK

MSA 103 23 NM

5700 10500

Δ 3901

ELEV 2643



REIL Rwy 21  
REIL Rwy 29L and 29R  
(Daylight hours only)  
HIRL Rwy 11L-29R  
MIRL Rwy 3-21 and 11R-29L

6500

△

VGSI and descent angles  
not coincident.

angles

NAIRB	VAINE
TUS 9.5	TUS 13.5

ILEEN  
TUS 20

VORTAC  
|  
TH

GAVI  
TUS [

COPI  
TUS 5

TUS	9.5
-----	-----

1.

 $3^\circ - \frac{80}{100}$ 

—

50  $\times$  48

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P

Procedure  
Turn  
NA

CATEGORY	A	B	C	D	E
S-29R	3120-1	479 (500-1)	3120-1¼ 479 (500-1¼)	3120-1½ 479 (500-1½)	3120-1¾ 479 (500-1¾)
CIRCLING	3120-1 479 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

VORTAC TUS <b>116.0</b> Chan <b>107</b>	APP CRS <b>123°</b>	Rwy Idg <b>10996</b> TDZE <b>2599</b> Apt Elev <b>2643</b>
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# VOR or TACAN RWY 11L

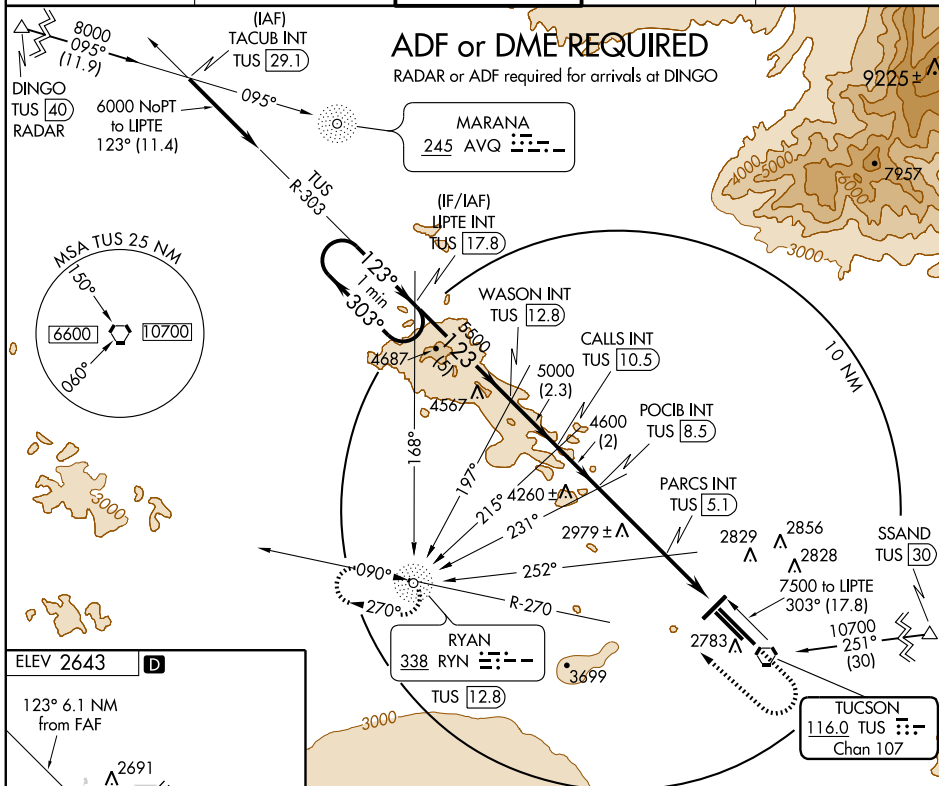
## TUCSON INTL (TUS)

**▼** For inoperative MALS, increase S-11L  
Cats. D and E visibility to RVR 6000.  
**▲** ADF or DME required.



**MISSED APPROACH:** Climb to 4000 then climbing right  
turn to 6000 (Cat. E 8000) via heading 300° and TUS  
R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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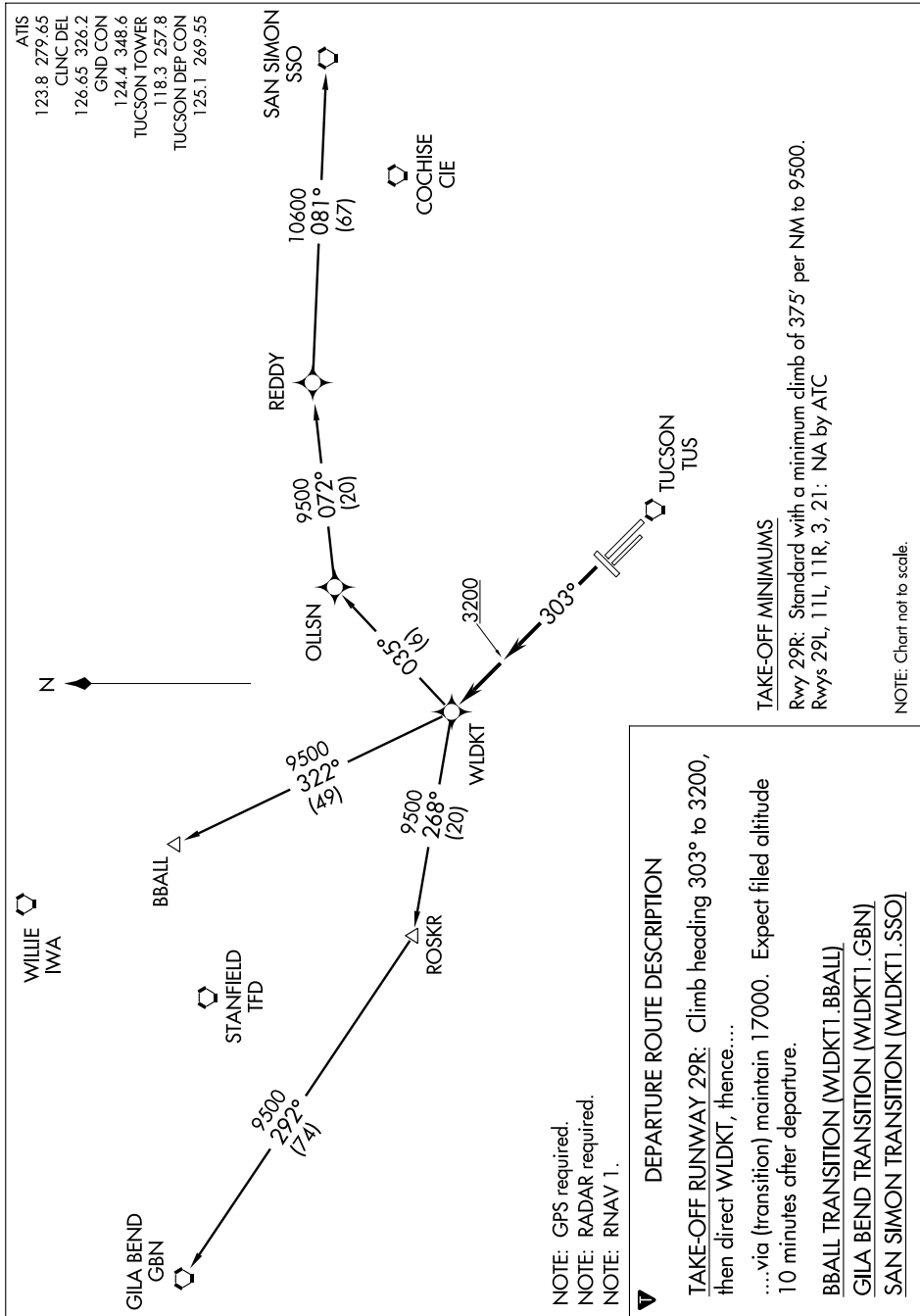
ELEV 2643	<b>D</b>
123° 6.1 NM from FAF	
TDZE 2599	TWR 2734
REIL Rwy 21	REIL Rws 29L and 29R (Daylight hours only)
HIRL Rwy 11L-29R	MIRL Rws 3-21 and 11R-29L
FAF to MAP 6.1 NM	
Knots 60 90 120 150 180	
Min:Sec 6:06 4:04 3:03 2:26 2:02	

LIPT INT TUS 17.8	WASON INT TUS 12.8	CALLS INT TUS 10.5	POCIB INT TUS 8.5	PARCS INT TUS 5.1	TUS 2.4	TUS 3.4	TUS 3.05	TCH 55	3480	4600	5000	5500	6000
One Minute Holding Pattern													
303°	123°	123°	303°	300°	300°	300°	300°	300°	300°	300°	300°	300°	300°
5 NM	2.3 NM	2 NM	3.4 NM	1.7 NM	1 NM								
CATEGORY	A	B	C	D	E								
S-11L	2960/24	361 (400-½)		2960/50	361 (400-1)								
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)								

## WLDKT ONE DEPARTURE (RNAV)

SL-430 (FAA)

TUCSON INTL (TUS)  
TUCSON, ARIZONA





## ST-430 (FAA)

TUCSON INTL  
TUCSON, ARIZONA

SAN SIMON TRANSITION (SSO.ZONNA1)

## LOST COMMUNICATIONS

RWY 29R: At SSAND proceed direct TUS VORTAC and hold, maintain 14000.  
RWY 11L: Execute RNAV (GPS) Z RWY 11L approach. If unable, at OTUKE proceed direct TUS VORTAC and hold, maintain 14000.

NOTE: RADAR required.

NOTE: All R<sub>wys</sub>: expect radar vectors to final approach.

NOTE: RNAV 1.

NOTE: DME/DME/IRU, or GPS required.

**NOTE:** For turbojets only.

NOTE: All transitions: for non-GPS equipped aircraft DUG, IFD, and TUS must be operational.

NOTE: Landing Rwy 29: Expect radar vectors after SSAND to final approach course.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	6095
044°	TDZE	4186
	Apt Elev	4187

RNAV (GPS) RWY 3

WILLCOX/ COCHISE COUNTY (P33)

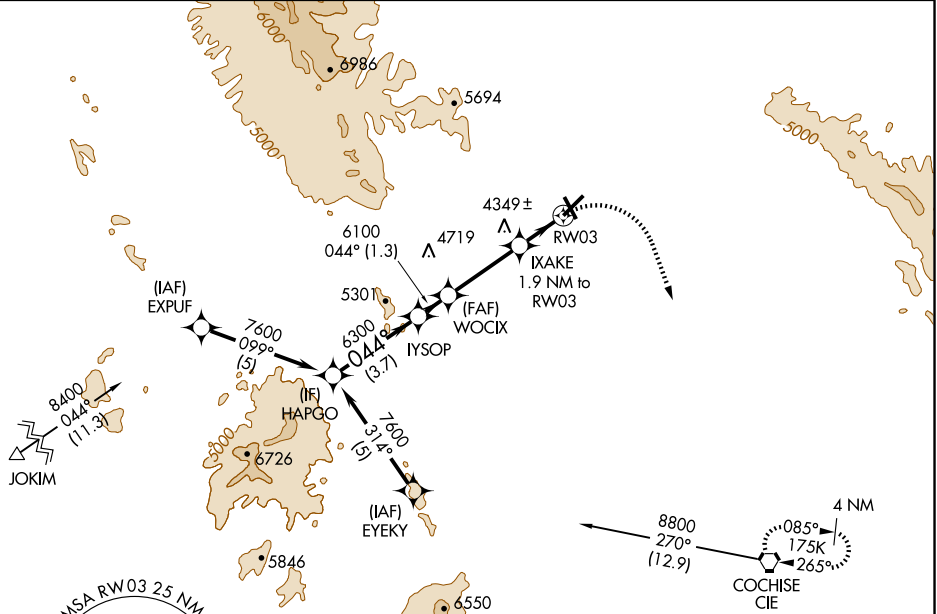
▼

▲ NA

DME/DME RNP 0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Douglas Bisbee altimeter setting and increase all MDA 120 feet. VDP NA when using Douglas Bisbee altimeter setting.

MISSED APPROACH: Climbing right turn to 8800 direct CIE VORTAC and hold, continue climb-in-hold to 8800. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF)
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ELEV 4187

4237±

6095 X 75

TDZE 4186

044° to RWY 03

Procedure Turn NA	HAPGO 7600 044°	IYSOP 6300	WOCIX 6100	IXAKE 4920 1.9 NM to RWY 03	RWY 03
	3.7 NM	1.3 NM	3.1 NM	0.9 NM	1 NM
CATEGORY	A	B	C	D	
LNAV MDA	4600-1	414 (500-1)	NA	NA	
CIRCLING	4600-1 413 (500-1)	4640-1 453 (500-1)	NA	NA	

8800

CIE

044°

4237±

6095 X 75

TDZE 4186

044° to RWY 03

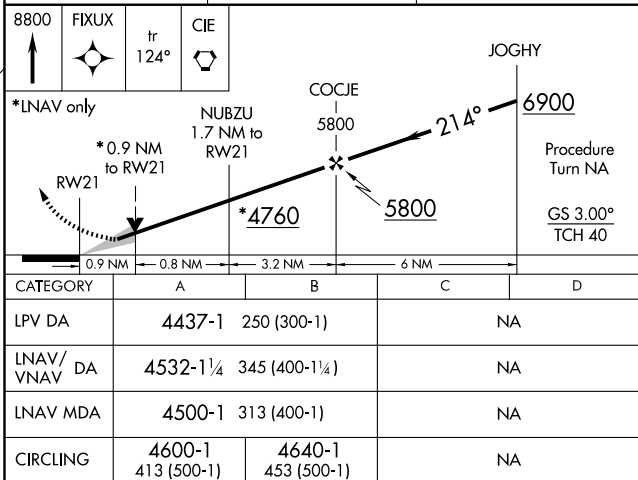
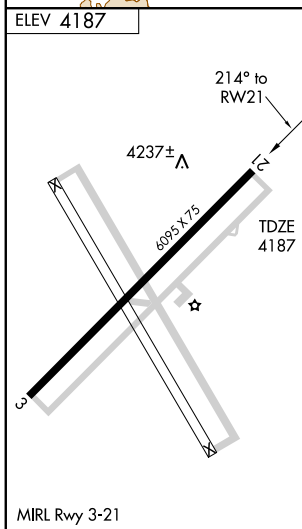
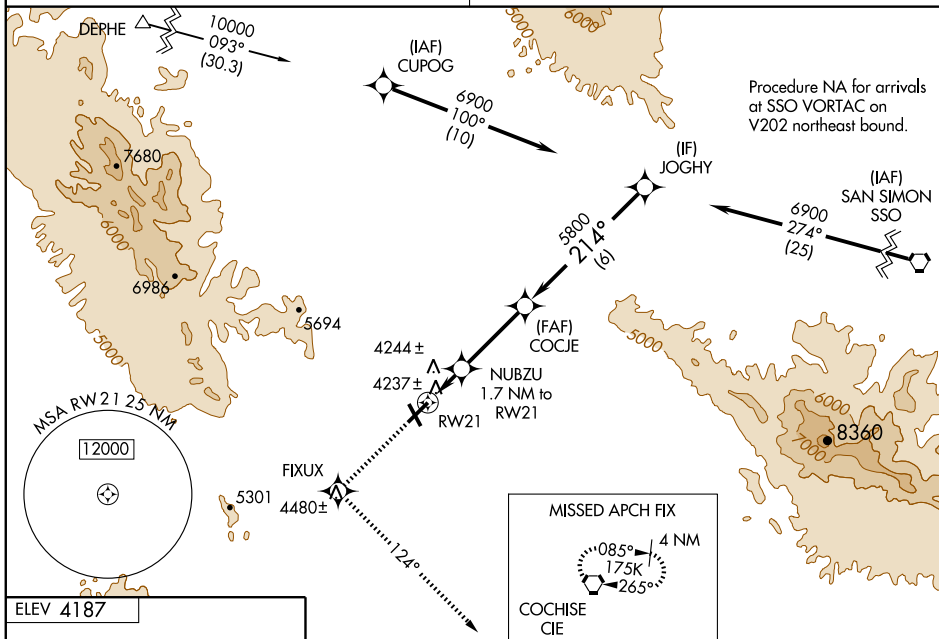
MIRL Rwy 3-21

SW-4, 03 JUN 2010 to 01 JUL 2010



RNAV (GPS) RWY 21  
WILLCOX/COCHISE COUNTY (P33)

**MISSED APPROACH:** Climb to 8800 direct FIXUX and on track 124° to CIE VORTAC and hold, continue climb-in-hold to 8800. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

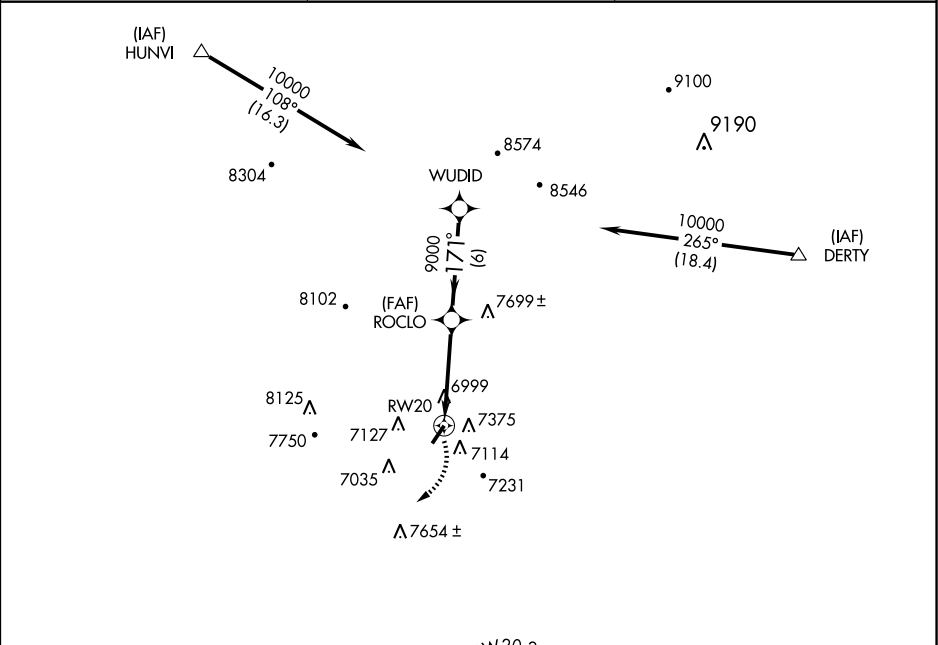
UNICOM  
122.8 (CTAF)


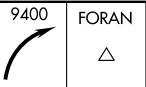
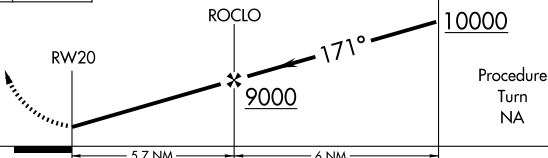


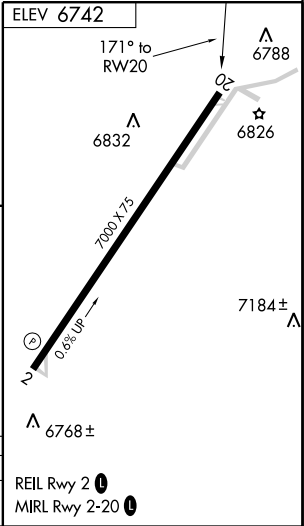
APP CRS	Rwy Idg	N/A
171°	TDZE	N/A
	Apt Elev	6742

	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 9400 direct FORAN WP and hold.
	Procedure not authorized at night.	

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C
CIRCLING	7720-1¼ 978 (1000-1¼)	7740-1½ 998 (1000-1½)	7740-3 998 (1000-3)



REIL Rwy 2   
MIRL Rwy 2-20 

APP CRS  
021°

Rwy Idg  
TDZE  
Apt Elev

7000  
6719  
6742

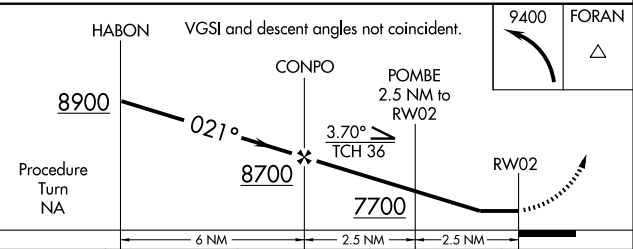
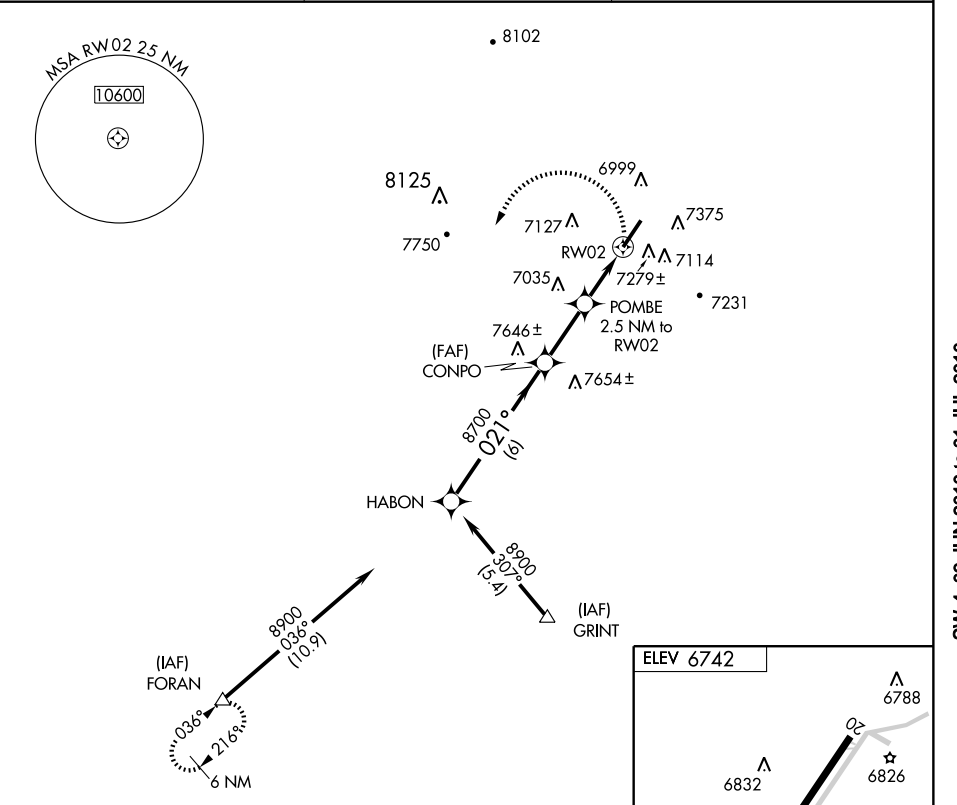
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.  
Procedure not authorized at night.  
Circling not authorized east of rwy 2-20.

MISSED APPROACH: Climbing left turn to 9400 direct FORAN WP and hold.

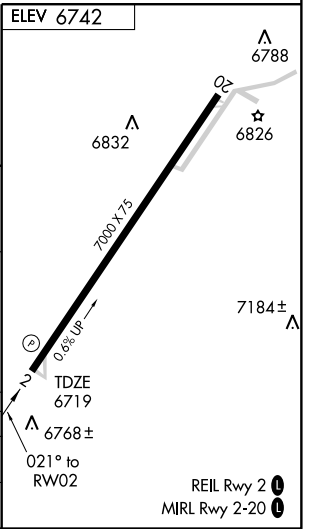
ASOS  
118.325

ALBUQUERQUE CENTER  
124.325 288.25

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	7480-1 761 (800-1)	7480-1¼ 761 (800-1¼)	7480-2¼ 761 (800-2¼)	NA
CIRCLING	7480-1 738 (800-1)	7480-1¼ 738 (800-1¼)	7540-2¼ 798 (800-2¼)	NA



SW-4, 03 JUN 2010 to 01 JUL 2010

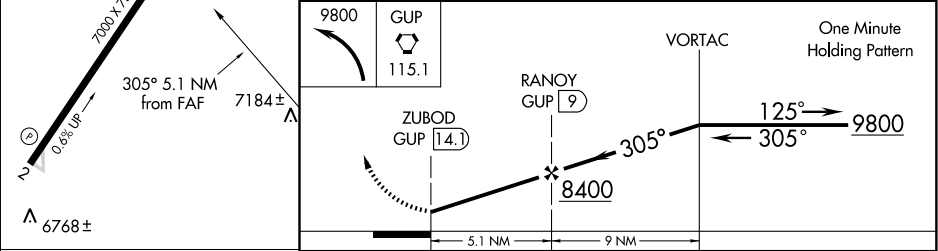
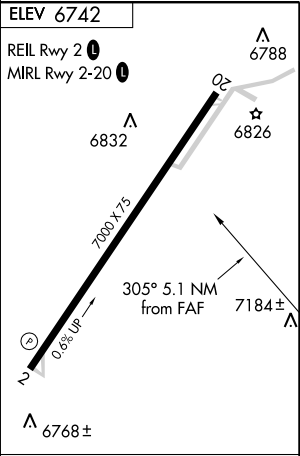
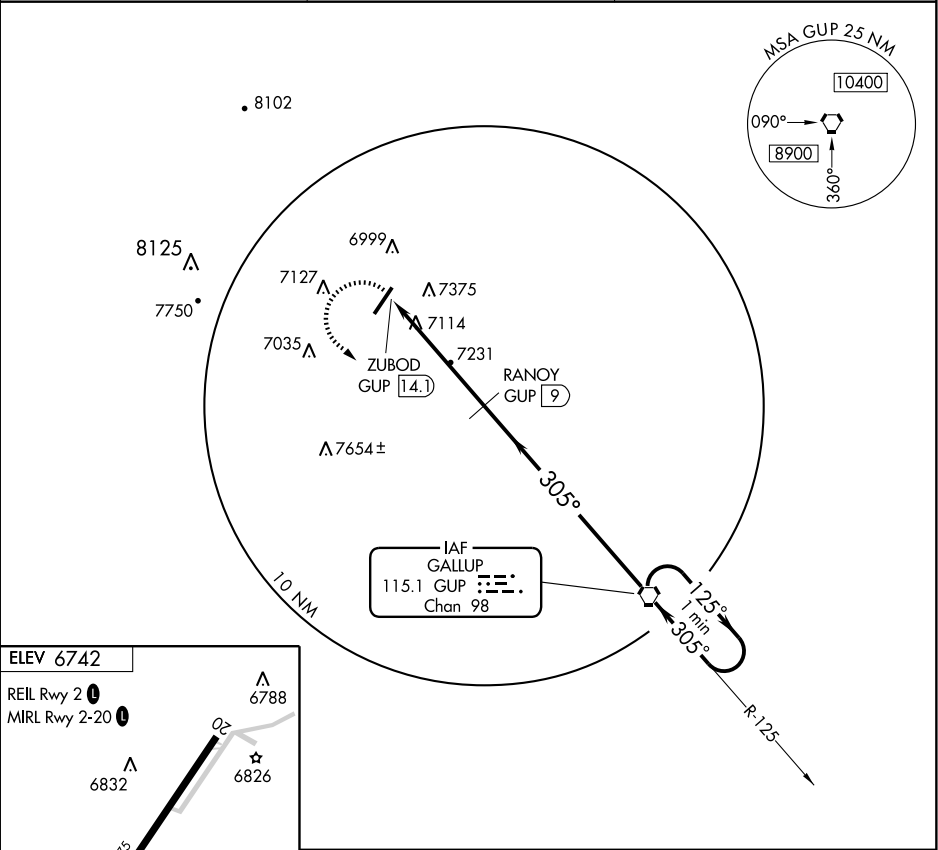
VORTAC GUP	APP CRS	Rwy Idg	N/A
115.1	305°	TDZE	N/A
Chan 98		Apt Elev	6742

VOR/DME-A  
WINDOW ROCK (RQE)



MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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CATEGORY						A	B	C	D
CIRCLING						7760-1¼ 1018 (1100-1¼)	7760-1½ 1018 (1100-1½)	7760-3 1018 (1100-3)	
Knots	60	90	120	150	180				
Min:Sec									

VORTAC INW	APP CRS	Rwy Idg	7100
112.6	106°	TDZE	4899
Chan 73		Apt Elev	4941

# VOR or GPS RWY 11

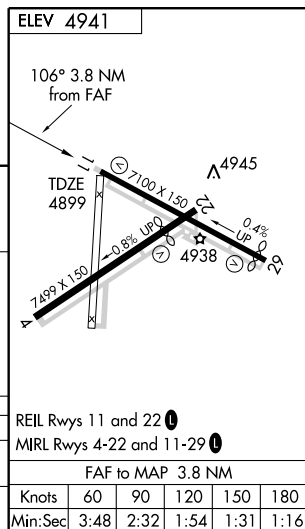
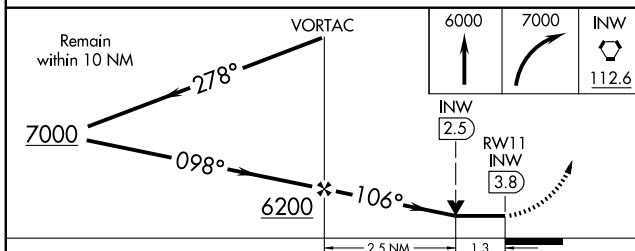
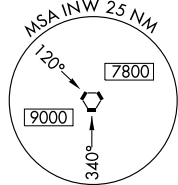
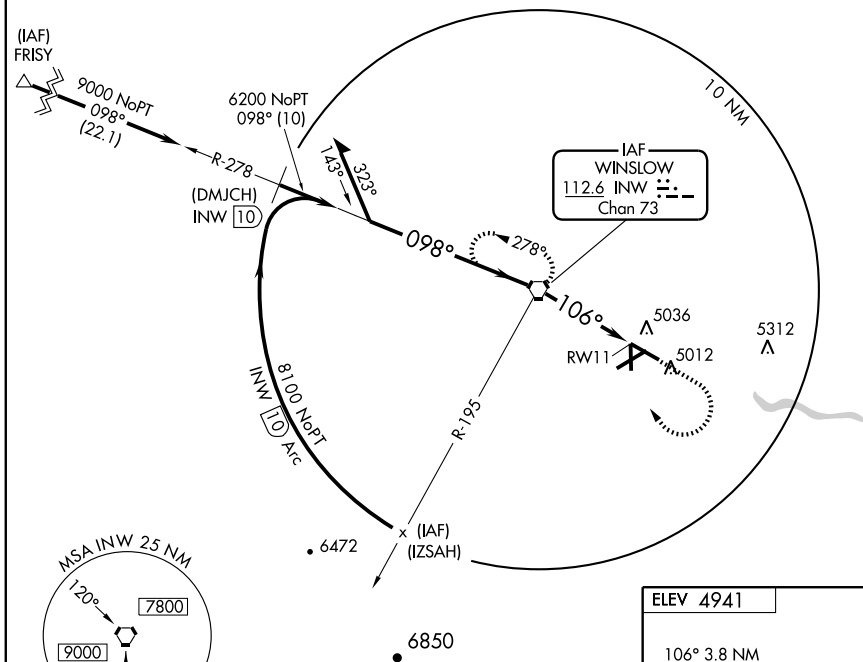
## WINSLOW-LINDBERGH RGNL (INW)

MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS  
118.875

ALBUQUERQUE CENTER  
124.5 306.2

UNICOM  
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-11	5340-1 441 (500-1)	5340-1 441 (500-1)	5340-1 441 (500-1)	5340-1 441 (500-1)
CIRCLING	5420-1 479 (500-1)	5440-1 499 (500-1)	5480-1 539 (600-1)	5520-2 579 (600-2)

REIL Rwy 11 and 22 **0**

MIRL Rwy 4-22 and 11-29 **0**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

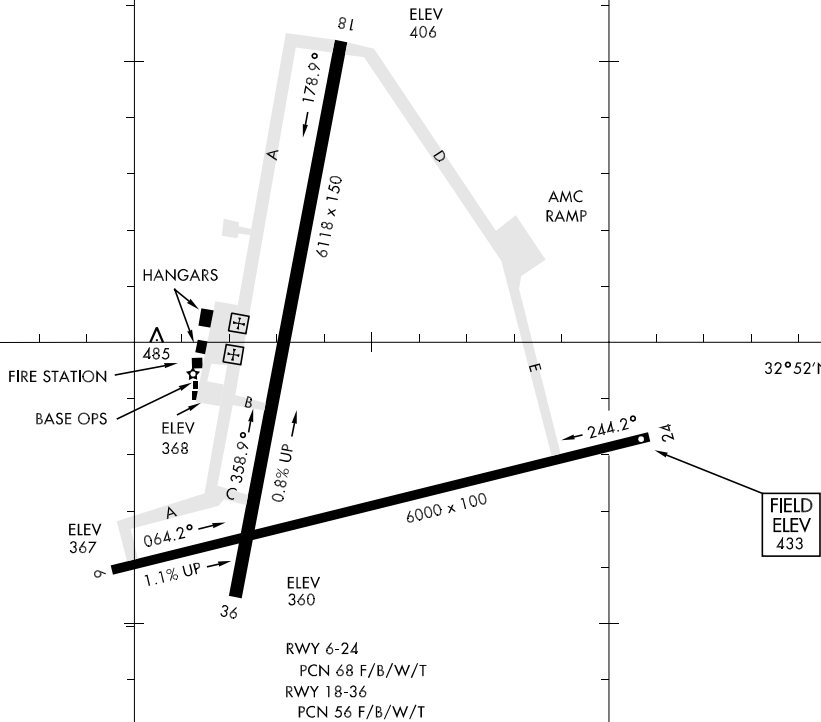
CTAF  
126.20 242.175  
GND CON  
121.8 229.4

32°53'N

JANUARY 2009  
ANNUAL RATE OF CHANGE  
0.2° W



SW-4, 03 JUN 2010 to 01 JUL 2010





APCH CRS **063°** Rwy Idg **6000**  
 TDZE **387**  
 Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)



DME/DME RNP-0.3 NA.



Procedure NA when airfield closed.

MISSED APPROACH: Climbing right turn  
 to 3600 direct BZA VORTAC and hold.

YUMA APP CON

**124.7 374.8**

CTAF

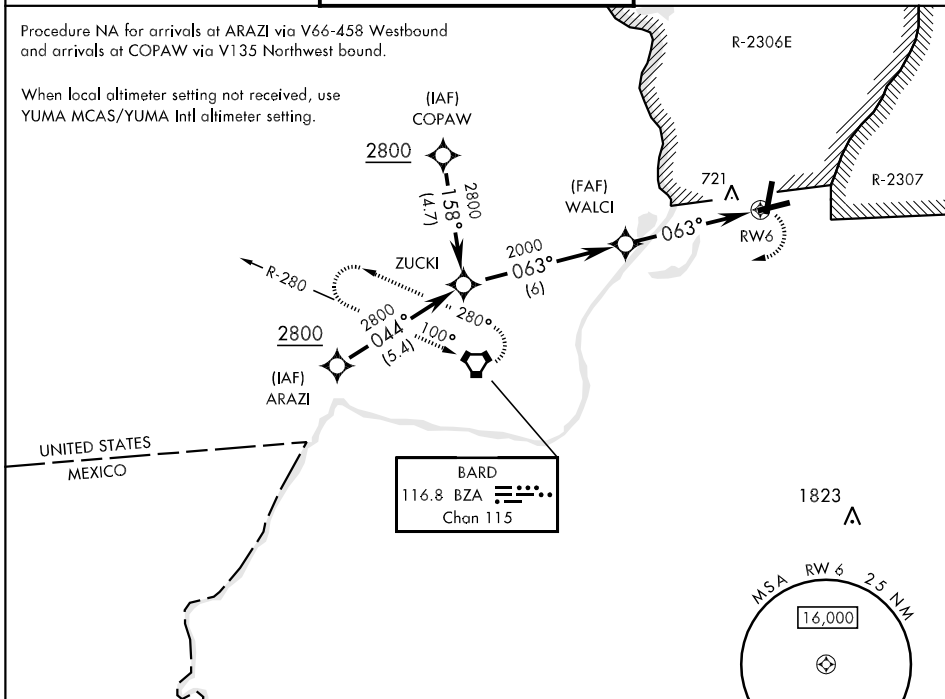
**126.20 242.175**

GND CON

**121.8 0 229.4**

Procedure NA for arrivals at ARAZI via V66-458 Westbound  
 and arrivals at COPAW via V135 Northwest bound.

When local altimeter setting not received, use  
 YUMA MCAS/YUMA Intl altimeter setting.



ZUCKI

**2800**

WALCI

**2000**

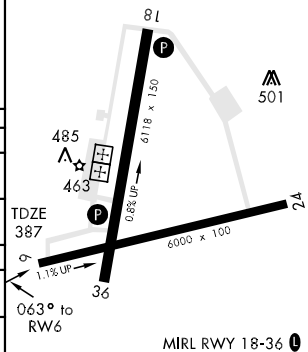
1.9 NM to

RW 6

5 NM

ELEV **433**

CATEGORY	A	B	C	D
RNAV MDA	1020-1 633 (600-1)	1020-1 633 (600-1)	1020-1 633 (600-1)	1020-2 633 (600-2)
CIRCLING	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
RNAV MDA	1100-1 713 (700-1)	1100-2 713 (700-2)	1100-2 713 (700-2)	1100-2 713 (700-2)
CIRCLING	1160-1 727 (800-1)	1100-2 727 (800-2)	1100-2 727 (800-2)	1100-2 727 (800-2)



APCH CRS **163°**  
 Rwy Idg **6118**  
 TDZE **410**  
 Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGF)

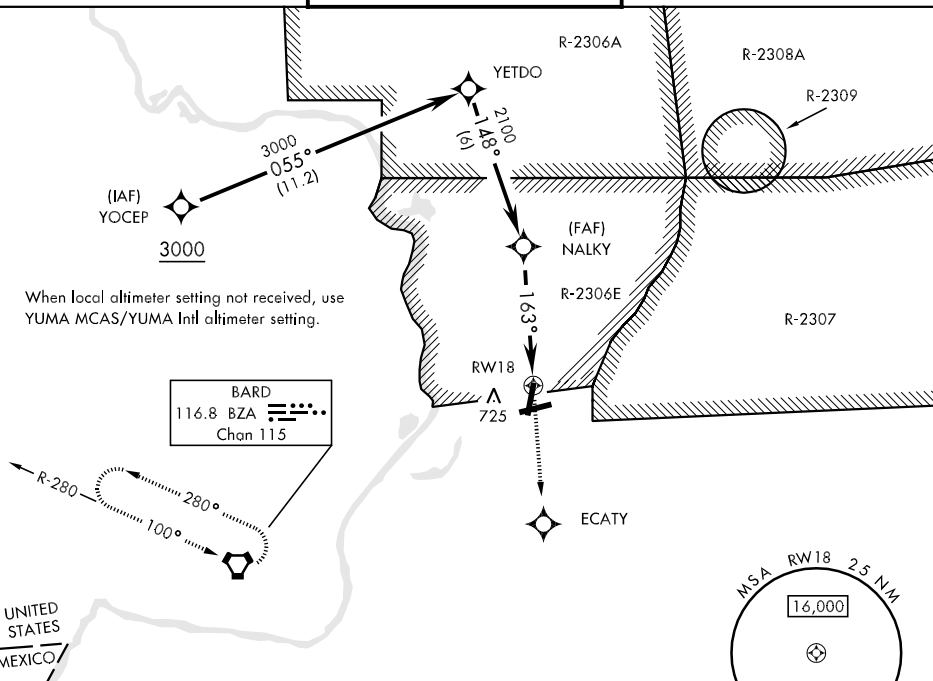
**V** DME/DME RNP-0.3 NA.  
**A** NA Procedure NA when airfield closed.

MISSED APPROACH: Climb to 3600 direct ECATY, via 250° track to BZA VORTAC and hold, continue climb in hold to 3600.

YUMA APP CON  
**124.7 374.8**

CTAF  
**126.20 242.175**

GND CON  
**121.8 0 229.4**



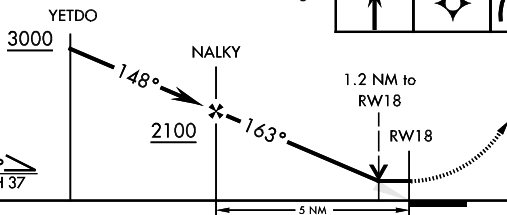
VDP NA when using YUMA MCAS  
 /YUMA INTL altimeter setting.

3600

ECATY

tr 250°

1823



ELEV 433

MIRL RWY 18-36 0

163° to RWY 18

TDZE 410

81

485

463

501

1.18 UP

36

6000 x 100

24

CATEGORY	A	B	C	D
LNAV MDA	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)
CIRCLING	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-1 647 (700-1)
YUMA MCAS/YUMA Intl ALTITUDE SETTING				
LNAV MDA	900-1 490 (500-1)	900-1 490 (500-1)	900-1 490 (500-1)	900-1 490 (500-1)
CIRCLING	1160-1 727 (800-1)	1160-1 727 (800-1)	1160-1 727 (800-1)	1160-1 727 (800-1)



ATIS ★	
118.8	273.2
YUMA TOWER ★	
119.3	382.8
YUMA GND CON	
121.9	315.7
YUMA CLNC DEL	
118.0	336.4

OCTOBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

114°37'W



114°36'W

114°35'W

32°40'N

32°39'N

32°38'N

SOUTH COMBAT AIRCRAFT  
LOADING AREA

RWY 3L-21R  
PCN 72 R/B/W/T  
RWY 3R-21L  
PCN 52 F/B/W/T  
RWY 8-26  
PCN 38 F/B/W/T  
RWY 17-35  
PCN 27 F/B/W/T

NORTH COMBAT AIRCRAFT  
LOADING AREA

### RADAR REFLECTORS ON RUNWAY 3L/21R

FIELD  
ELEV  
213

ELEV  
212

150

33

SW-4. 03 JUN 2010 to 01 JUL 2010

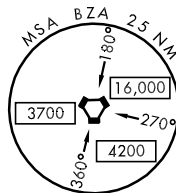
# ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA MCAS, YUMA INTL (RWY 17)  
YUMA, ARIZONA

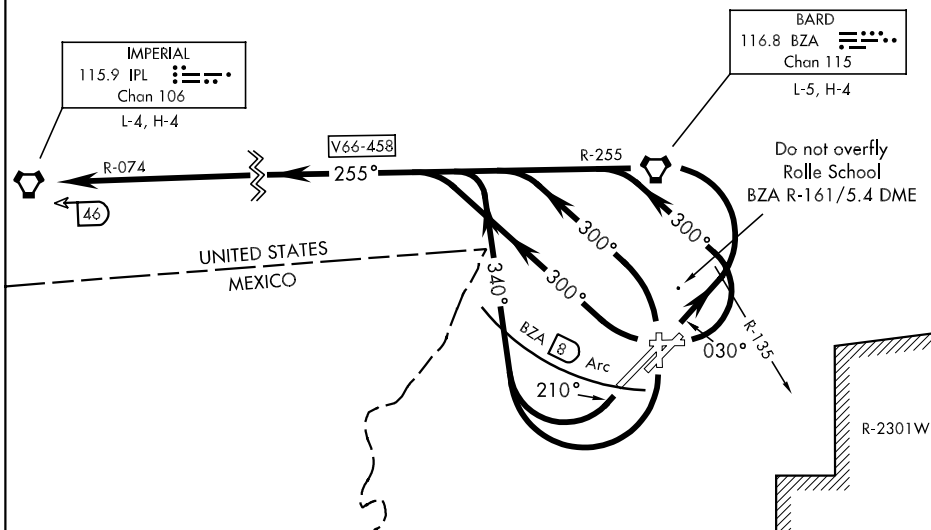
ATIS ★  
118.8 273.2  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 315.7  
YUMA TOWER ★  
119.3 (CTAF) 382.8  
YUMA DEP CON  
125.55 281.0

SHL-511 [USN]

2663



## RADAR REQUIRED



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 26: Climbing right turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 35: Climbing left turn heading 300° to intercept BZA R-255, thence....

...Via BZA R-255 and IPL R-074 to IPL VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

# ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA, ARIZONA

SW-4, 03 JUN 2010 to 01 JUL 2010

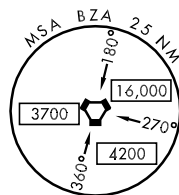
# CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA MCA, YUMA INTL (KTYL)  
YUMA, ARIZONA

ATIS★  
118.8 273.2  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 315.7  
YUMA TOWER★  
119.3 (CTAF) 382.8  
YUMA DEP CON  
125.55 281.0

SHL-511 [USN]

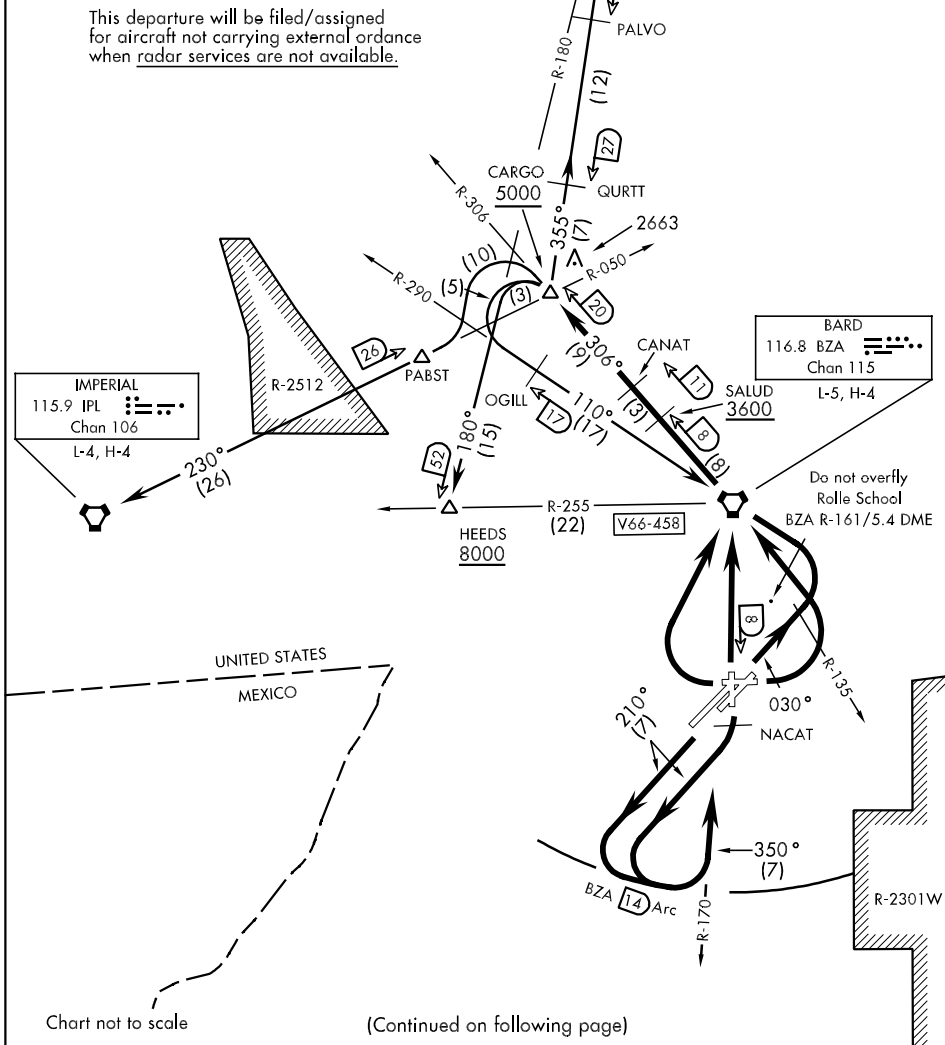
BLTHE  
117.4 BLH  
Chan 121  
L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	260	520	780	1040	1300	1560

ATC Climb Rate to 3600

This departure will be filed/assigned for aircraft not carrying external ordnance when radar services are not available.



# CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA, ARIZONA

SW-4, 03 JUN 2010 to 01 JUL 2010

SHL-511 [USN]

## DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 3L/R: Climb heading 030 ° until crossing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17, 21L/R: Climb heading 210° to join and arc S on the BZA 14 mile arc to intercept BZA R-170 to BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....Via BZA R-306 to CARGO. Cross SALUD at or above 3600. Cross CARGO at or above 5000.

BARD TRANSITION(CARGO7•BZA): At CARGO, turn left to intercept BZA R-290 to BZA VORTAC.

BLYTHE TRANSITION(CARGO7•BLH): At CARGO, turn right to intercept BLH R-175 to BLH VORTAC.

HEEDS TRANSITION(CARGO7•HEEDS): At CARGO, turn left to intercept BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION(CARGO7•IPL): At CARGO, turn left to intercept IPL R-050 to IPL VORTAC.

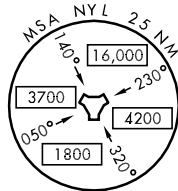
# GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

ATIS ★  
118.8 273.2  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 315.7  
YUMA TOWER ★  
119.3 (CTAF) 382.8  
YUMA DEP CON  
125.55 281.0

SHL-511 [USN]

BLT  
117.4 BLH  
Chan 121  
L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	305	610	915	1220	1525	1830

ATC Climb Rate to 3600

IMPERIAL  
115.9 IPL  
Chan 106  
L-4, H-4

BARD  
116.8 BZA  
Chan 115  
L-5, H-4

YUMA  
Chan 84 NYL

This departure will be filed/assigned for aircraft carrying external ordnance. Prior to crossing BRYGG DME fix, flight path adjustments to avoid overflight of congested areas are authorized.

This departure will be filed/assigned for aircraft as a preferential departure route when radar services are available.

(Continued on following page)

Chart not to scale

GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

SW-4, 03 JUN 2010 to 01 JUL 2010



IMPERIAL TRANSITION (GLAMS7 • IPL): At CARGO turn left to intercept IPL VORTAC R-050 to IPL.

TACAN NYL Chan <b>84</b>	APCH CRS <b>035°</b>	Rwy Idg <b>13,300</b> TDZE <b>195</b> Arpt Elev <b>213</b>
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JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN,  
R-020/10 DME, then arc N on the NYL 10 mile Arc to PRSON and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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**CAUTION:**

Prior to IAF verify navigation  
NYL TACAN Chan 84

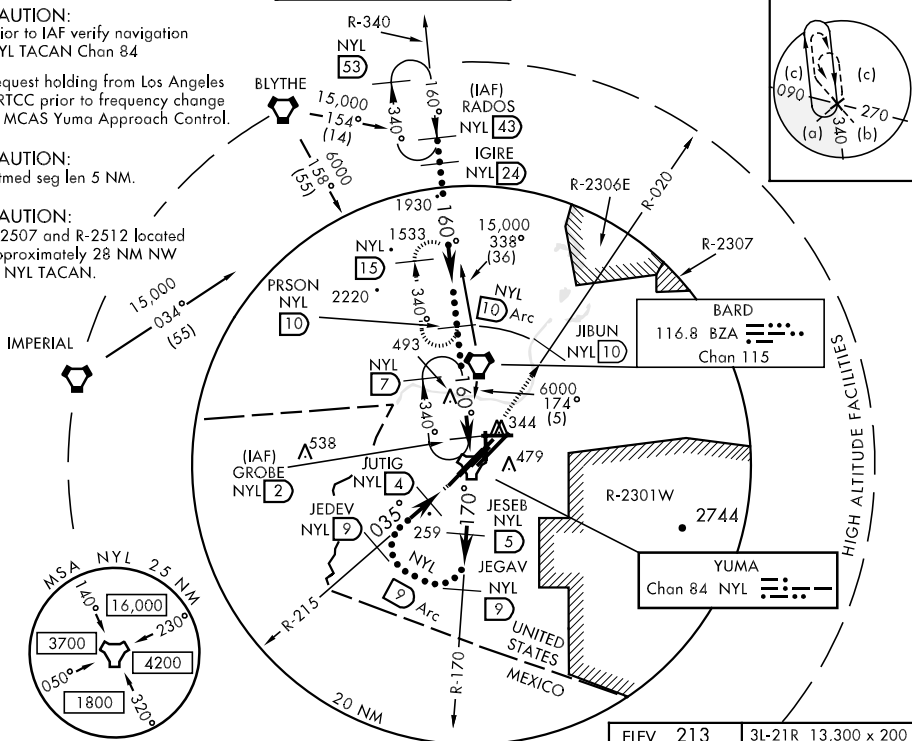
Request holding from Los Angeles  
ARTCC prior to frequency change  
to MCAS Yuma Approach Control.

**CAUTION:**

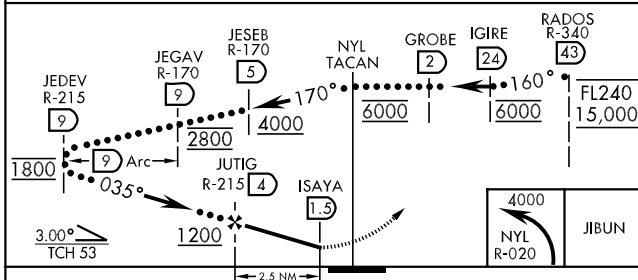
Intmed seg len 5 NM.

**CAUTION:**

R-2507 and R-2512 located  
approximately 28 NM NW  
of NYL TACAN.



EMERG SAFE ALT 100 NM 17,000



CATEGORY	C	D	E
S-3L	540-1 345 (400-1)	540-1½ 345 (400-1½)	
CIRCLING	700-1½ 487 (500-1½)	780-2 567 (600-2)	800-2 587 (600-2)

YUMA, ARIZONA

32°39'N-114°37'W

YUMA MCAS/YUMA INTL (KNYL)

Amdt 1 09323

ULTA TACAN RWY 3L

SW-4, 03 JUN 2010 to 01 JUL 2010

TACAN NYL Chan <b>84</b>	APCH CRS <b>205°</b>	Rwy Idg <b>13,300</b> TDZE <b>193</b> Arpt Elev <b>213</b>
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JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



\* When ALS inop, increase visCAT CDE ¾ mile.



MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
------------------------------	------------------------------------	---	-------------------------------	--------------------------------	---------

CAUTION:  
Prior to IAF verify navigation  
NYL TACAN Chan 84

Request holding from Los Angeles  
ARTCC prior to frequency change  
to MCAS Yuma Approach Control.

CAUTION:  
Intmd seg len 5 NM.

CAUTION:  
R-2507 and R-2512 located  
approximately 28 NM NW  
of NYL TACAN.

IMPERIAL

BLYTHE

NYL  
[53]

(IAF) RADOS

NYL [43]

IGIRE

NYL [24]

(IAF) JIMUK

NYL [15]

PRSON

NYL [10]

HEPGA

NYL [10]

HESIL

NYL [10]

493

538 A

BARD

116.8 BZA

Chan 115

YUMA

Chan 84 NYL

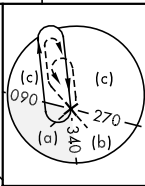
UNITED STATES

MEXICO

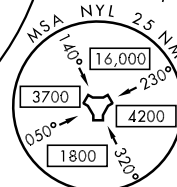
645

R-2301W

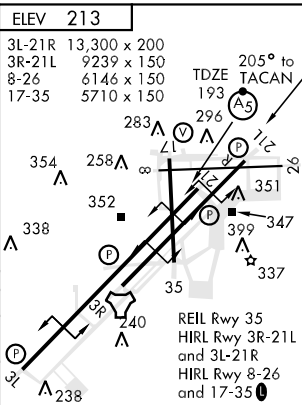
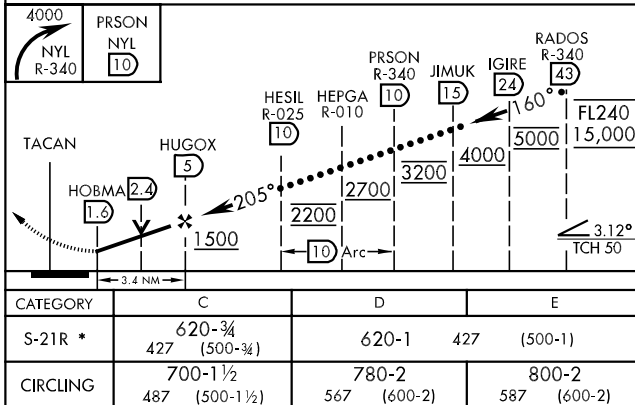
2744




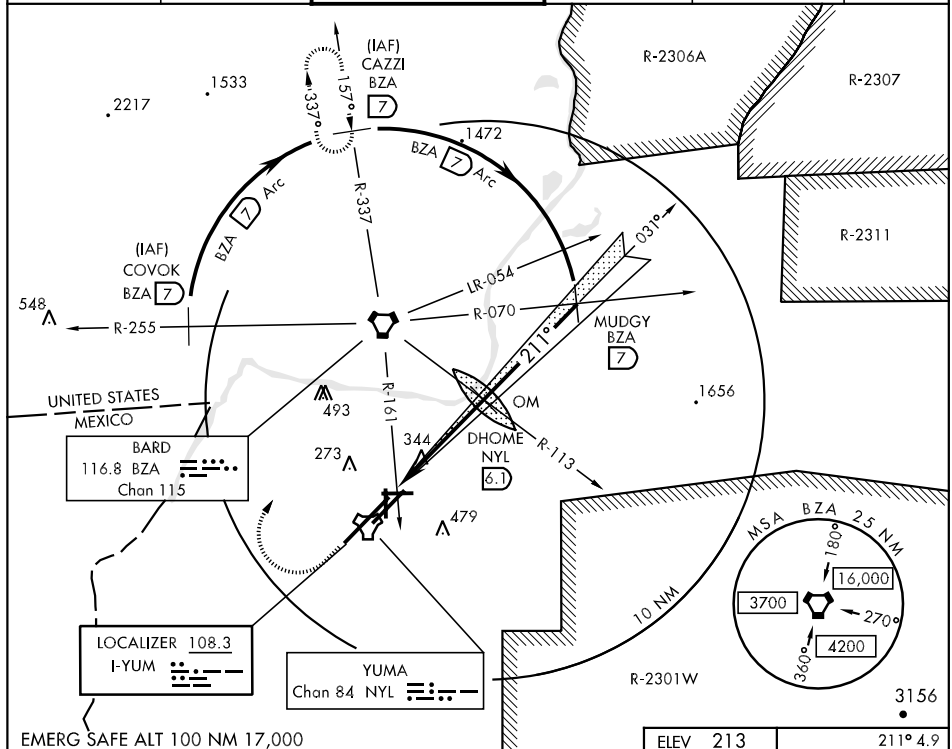
HIGH ALTITUDE FACILITIES



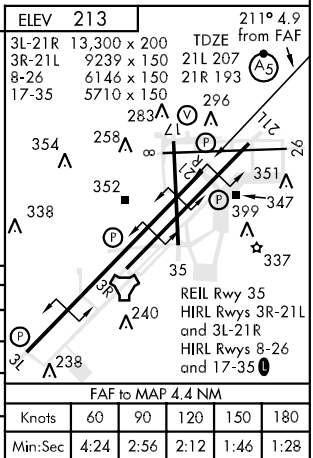
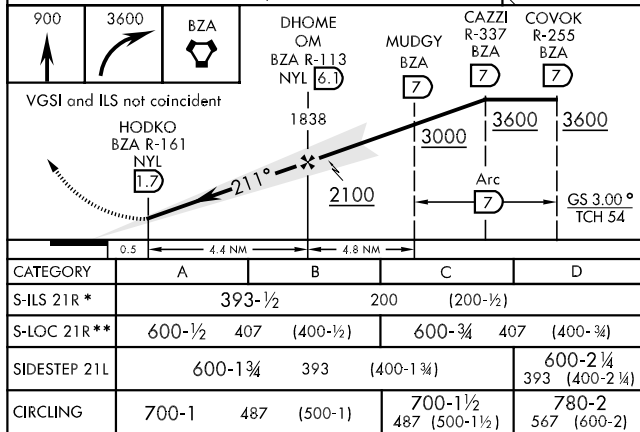
EMERG SAFE ALT 100 NM 17,000



LOC 1-YUM <b>108.3</b>	APCH CRS <b>211°</b>	Rwy Idg TDZE Appt Elev <b>213</b>	21L <b>9239</b> 21R <b>13,300</b> 21R <b>193</b>	ILS or LOC RWY 21R AL-511 [USN] YUMA MCAS/YUMA INTL (KNYL)		
▽ • When ALS inop, increase CAT ABCD vis to $\frac{3}{4}$ mile. •• When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to $1\frac{1}{4}$ miles.			MALSR 	MISSED APPROACH: Climb to 900, then climbing right turn to 3600 direct BZA VORTAC and BZA R-337 to CAZZI and hold.		
ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>		GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR



EMERG SAFE ALT 100 NM 17,000

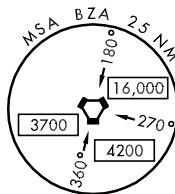


# MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

ATIS ★  
118.8 273.2  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 315.7  
YUMA TOWER ★  
119.3 (CTAF) 0 382.8  
YUMA DEP CON  
125.55 281.0

R-2306  
R-2307  
R-2308  
R-2309



CAUTION: Tethered Balloon  
up to 15,000

BARD  
116.8 BZA  
Chan 115

Do not overfly  
Rolle School  
BZA R-161/5.4 DME

MOHAK  
L-5, H-4

66

R-247

32

GILA BEND  
116.6 GBN  
Chan 113

R-2301E

3158

R-2301W

RADAR REQUIRED

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° to intercept BZA VORTAC R-075, thence....

TAKE-OFF RWY 8: Climbing left turn heading 050° to intercept BZA R-075, thence....

TAKE-OFF RWY 17: Climbing left turn heading 040° to intercept BZA R-075, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....via BZA R-075 to MOHAK INT. Then via assigned route. Maintain assigned altitude.  
Expect clearance to filed altitude/flight level 10 minutes after departure.

# MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

SW-4, 03 JUN 2010 to 01 JUL 2010

# PICACHO-TWO DEPARTURE (PICA2 • BLH)

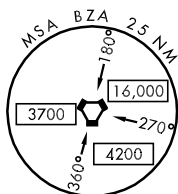
PICACHO-TWO DEPARTURE (PICA2 • BLH)  
YUMA, ARIZONA

YUMA, ARIZONA

ATIS ★  
118.8 273.2  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 315.7  
YUMA TOWER ★  
119.3 (CTAF) 382.8  
YUMA DEP CON  
125.55 281.0

△ 2663

**RADAR REQUIRED**



BARD  
116.8 BZA  
Chan 115  
L-5, H-4

BLYTHE  
117.4 BLH  
Chan 121  
L-4-5, H-4

Do not overfly  
Rolle School  
BZA R-161/5.4 DME

UNITED STATES  
MEXICO

BZA 8 Arc  
210°

340°  
053°

030°

R-135

R-2301W

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left heading 325° to intercept BZA R-337, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-337, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 350° to intercept BZA R-337, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

# PICACHO-TWO DEPARTURE (PICA2 • BLH)

YUMA, ARIZONA

SW-4, 03 JUN 2010 to 01 JUL 2010

APCH CRS **031°** Rwy Ldg **13,300**  
TDZE **195**  
Arpt Elev **213**

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

**▼** DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 4000  
direct BARD and hold. Continue climb in hold to 4000, 200 KIAS max.

ATIS ★  
**118.8 273.2**

YUMA APP CON  
**124.7 374.8**

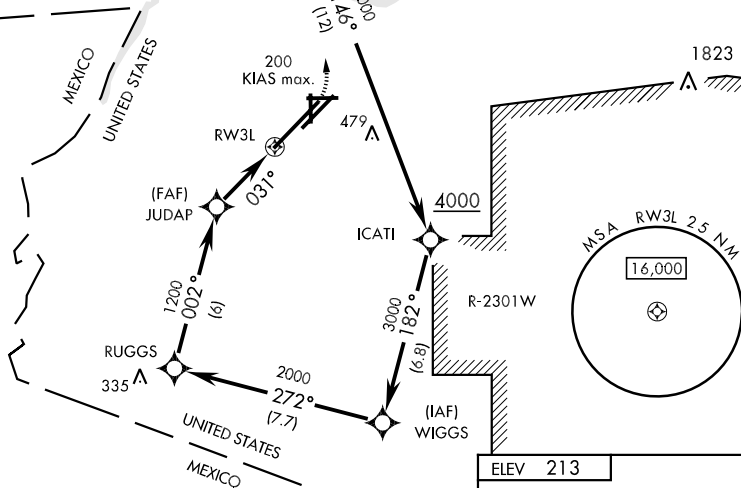
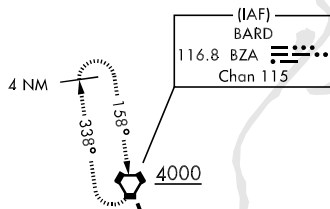
YUMA TOWER ★  
**119.3 (CTAF) 0 382.8**

GND CON  
**121.9 315.7**

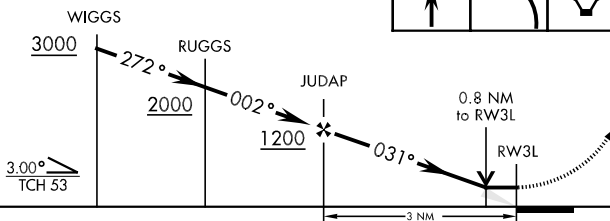
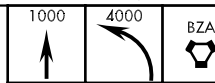
CLNC DEL  
**118.0 336.4**

ASR/PAR

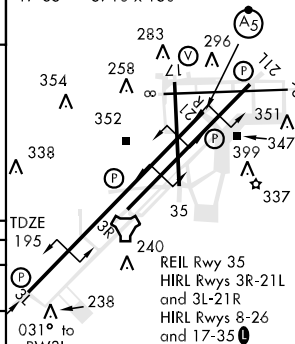
CAUTION: Initial and intmed  
segments 180 KIAS max.



EMERG SAFE ALT 100 NM 17,000



ELEV 213  
3L-21R 13,300 x 200  
3R-21L 9239 x 150  
8-26 6146 x 150  
17-35 5710 x 150



CATEGORY	A	B	C	D
LNNAV MDA	500-1	305	(300-1)	
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

APCH CRS <b>168°</b>	Rwy Idg TDZE Arpt Elev	<b>5710</b> <b>197</b> <b>213</b>
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CAZZI  
and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★  
**118.8 273.2**

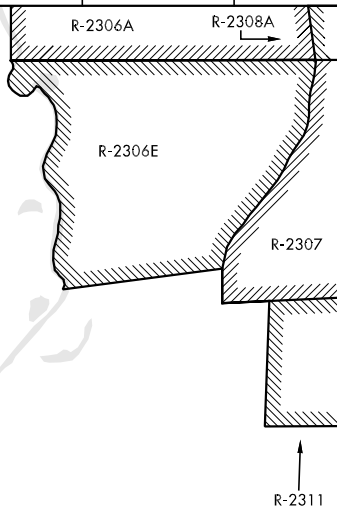
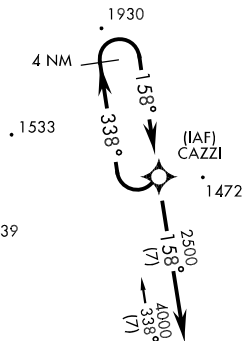
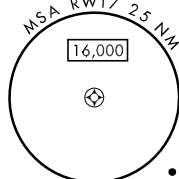
YUMA APP CON  
**124.7 374.8**

YUMA TOWER ★  
**119.3 (CTAF) 0 382.8**

GND CON  
**121.9 315.7**

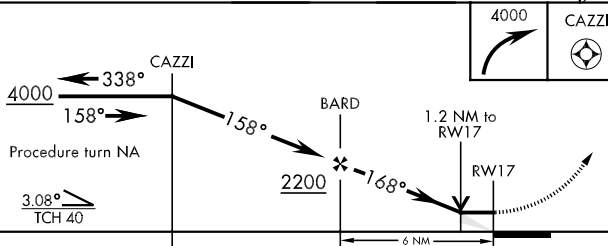
CLNC DEL  
**118.0 336.4**

ASR/PAR

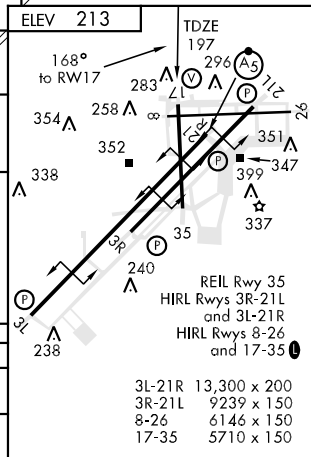


UNITED STATES  
MEXICO

EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNAV MDA	620-1	423 (500-1)	620-1 ¼ 423 (500-1 ¼)	
CIRCLING	700-1	487 (500-1)	700-1 ½ 487 (500-1 ½)	780-2 567 (600-2)





APCH CRS **211°**  
Rwy Idg **13,300**  
TDZE **193**  
Arpt Elev **213**

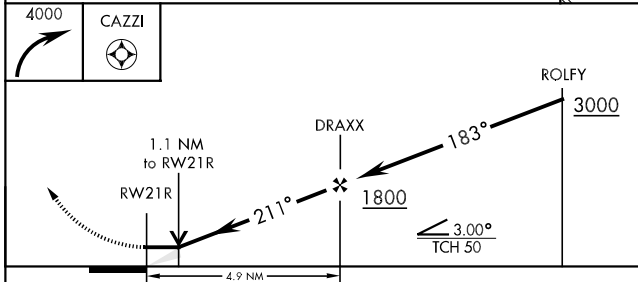
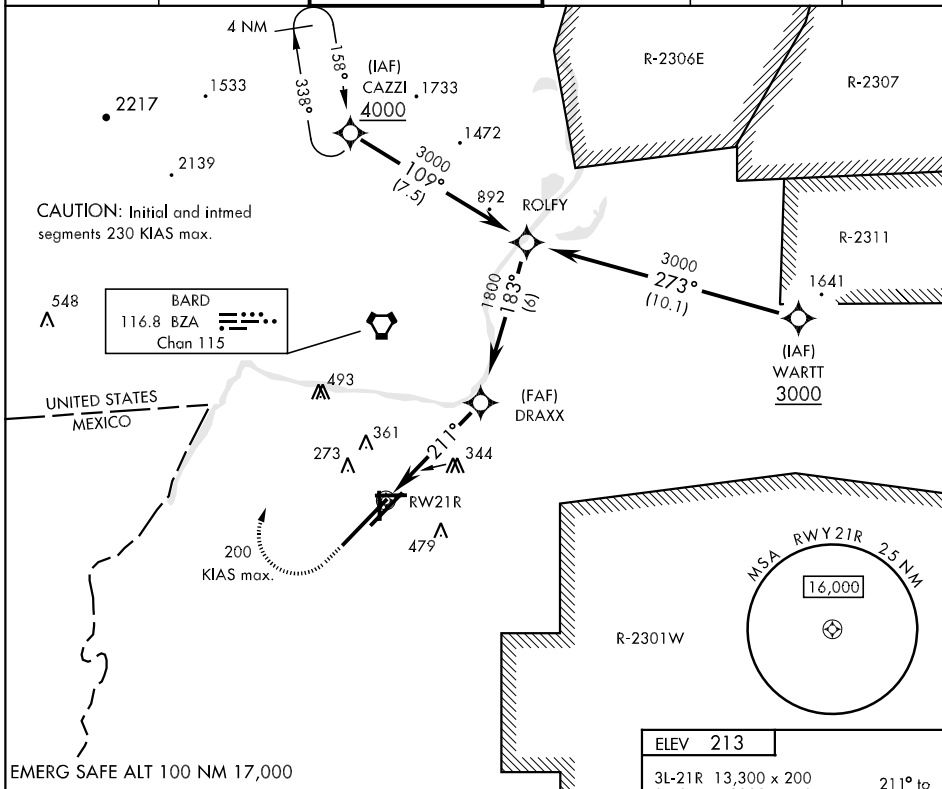
AL-511 [USN]

**▼** \* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.  
DME/DME RNP-0.3 NA.

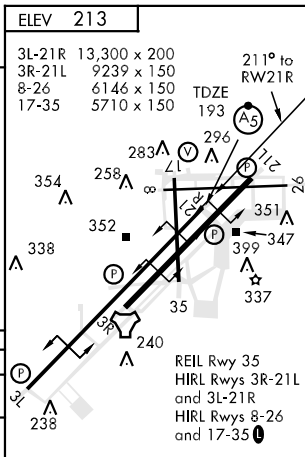


**MISSED APPROACH:** Climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
<b>118.8 273.2</b>	<b>124.7 374.8</b>	<b>119.3 (CTAF) 0 382.8</b>	<b>121.9 315.7</b>	<b>118.0 336.4</b>	



CATEGORY	A	B	C	D
RNAV MDA*	600-½ 407 (400-½)	600-¾ 407 (400-¾)	600-1 407 (400-1)	600-1½ 407 (400-1½)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)



TACAN NYL Chan <b>84</b>	APCH CRS <b>035°</b>	Rwy Idg <b>13,300</b> TDZE <b>195</b> Arprt Elev <b>213</b>
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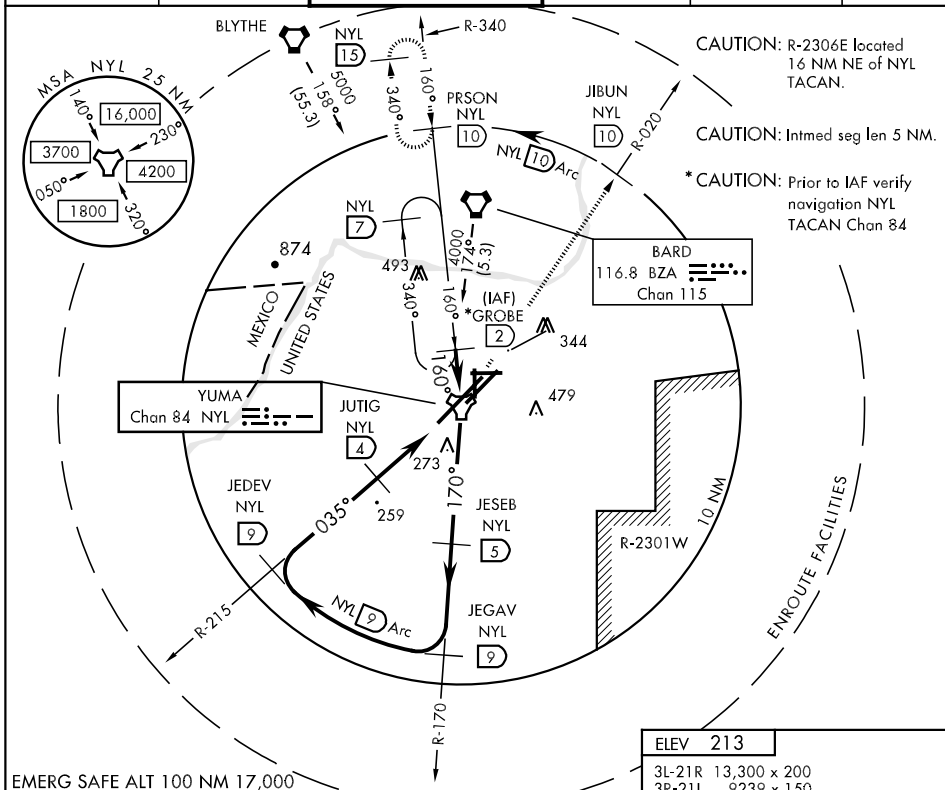
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

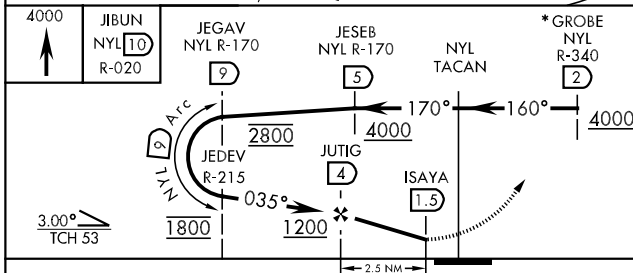


MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN, R-020/10 DME, then arc N on the NYL 10 mile arc to PRSON and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



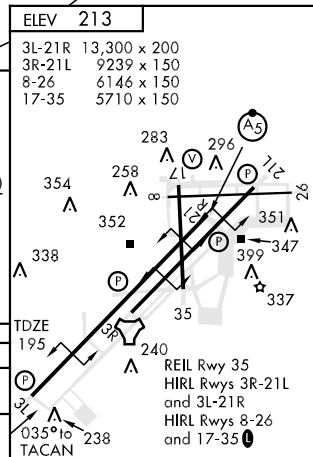
CATEGORY	A	B	C	D
S-3L	540-1	345	(400-1)	540-1½ 345 (400-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

Amdt 1 09323



TDZE

195

240

35

338

352

354

283

296

172

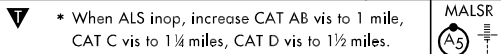
26

REIL Rwy 35  
HIRL Rwy 3L-21L  
and 3L-21R  
HIRL Rwy 8-26  
and 17-35

TACAN NYL Chan <b>84</b>	APCH CRS <b>205°</b>	Rwy Idg <b>13,300</b> TDZE <b>193</b> Arpt Elev <b>213</b>
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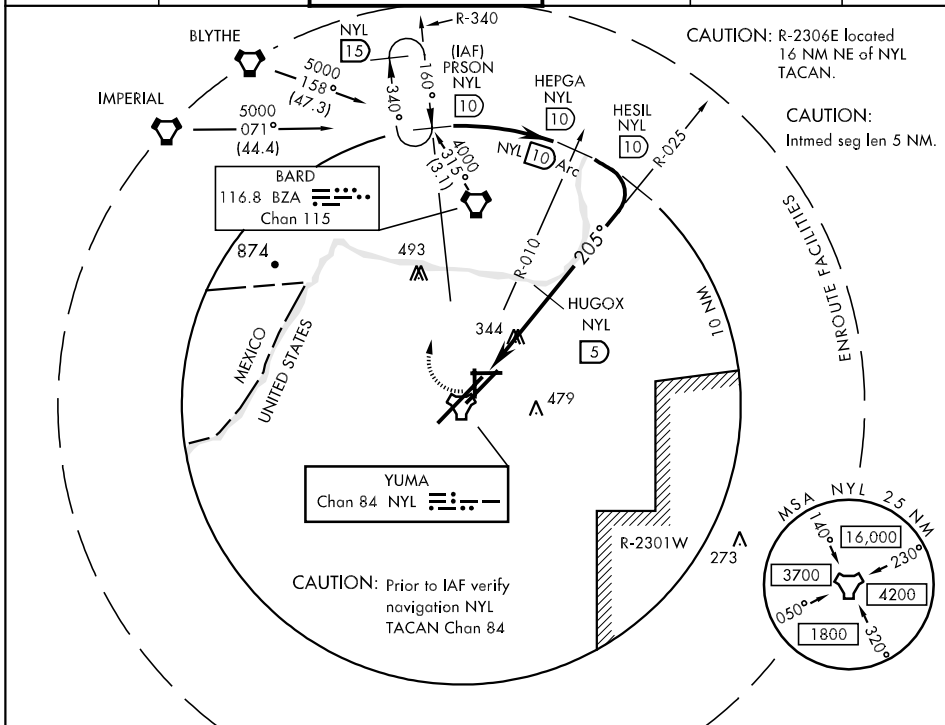
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

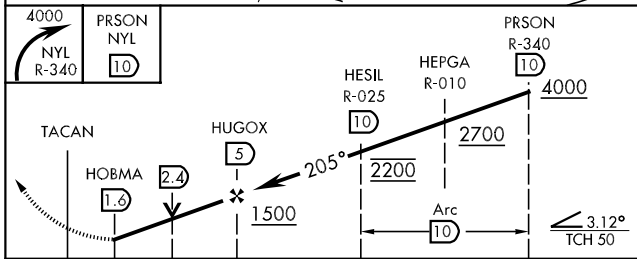


**MISSED APPROACH:** Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

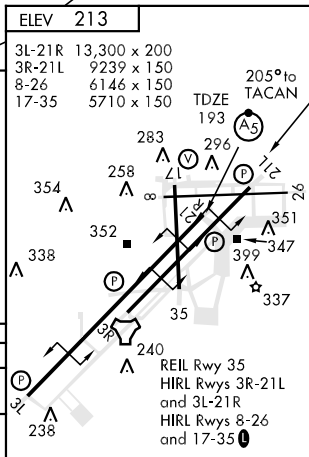
ATIS★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-21R *	620-1 $\frac{1}{2}$	427 (500- $\frac{1}{2}$ )	620- $\frac{3}{4}$ 427 (500- $\frac{3}{4}$ )	620-1 427 (500-1)
CIRCLING	700-1	487 (500-1)	700-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )	780-2 567 (600-2)



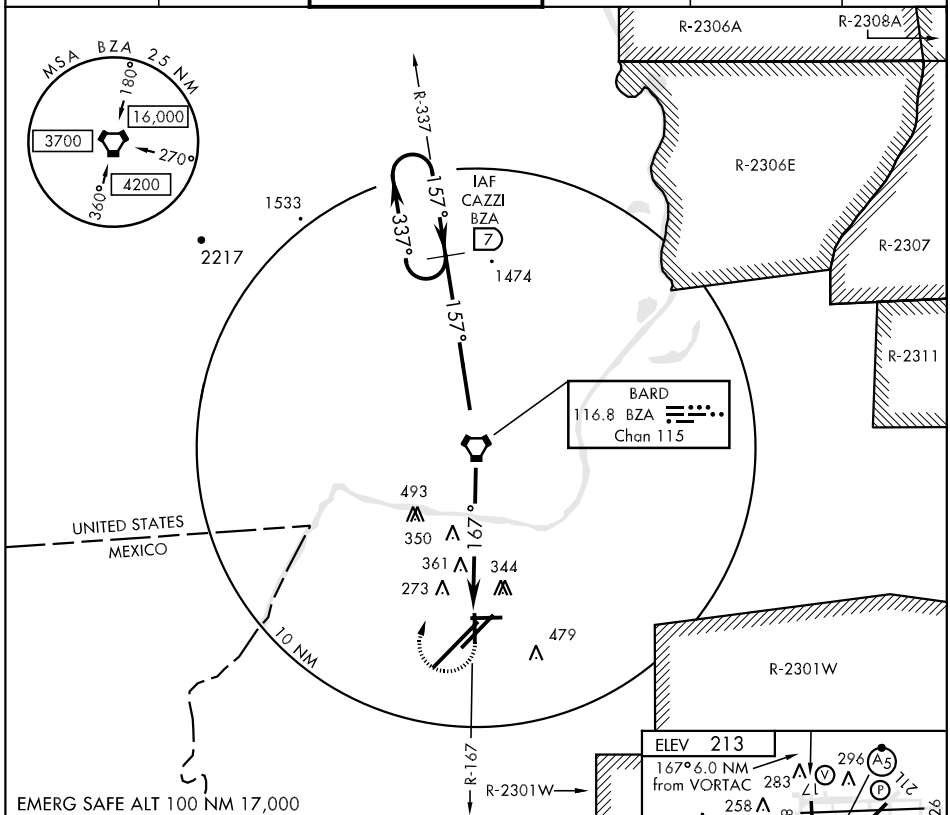
VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>167°</b>	Rwy Idg TDZE Arpt Elev <b>5710</b> <b>197</b> <b>213</b>
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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<p>4000 ← 337° 157° → 2500 167°</p> <p>3.55° TCH 40</p>				
CATEGORY	A	B	C	D
S-17	680-1	483 (500-1)	680-1½ 483 (500-1½)	680-1½ 483 (500-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

ELEV 213	167° 6.0 NM from VORTAC	283	296 (A5)	112	26
354	258	TDZE 197	351	347	337
338	352	35	240	238	237
<p>REIL Rwy 35 HIRL Rwy 3R-21L and 3L-21R HIRL Rwy 8-26 and 17-35</p> <p>3L-21R 13,300 x 200 3R-21L 9239 x 150 8-26 6146 x 150 17-35 5710 x 150</p>					
FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>210°</b>	Rwy Idg <b>13,300</b> TDZE <b>193</b> Arprt Elev <b>213</b>
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

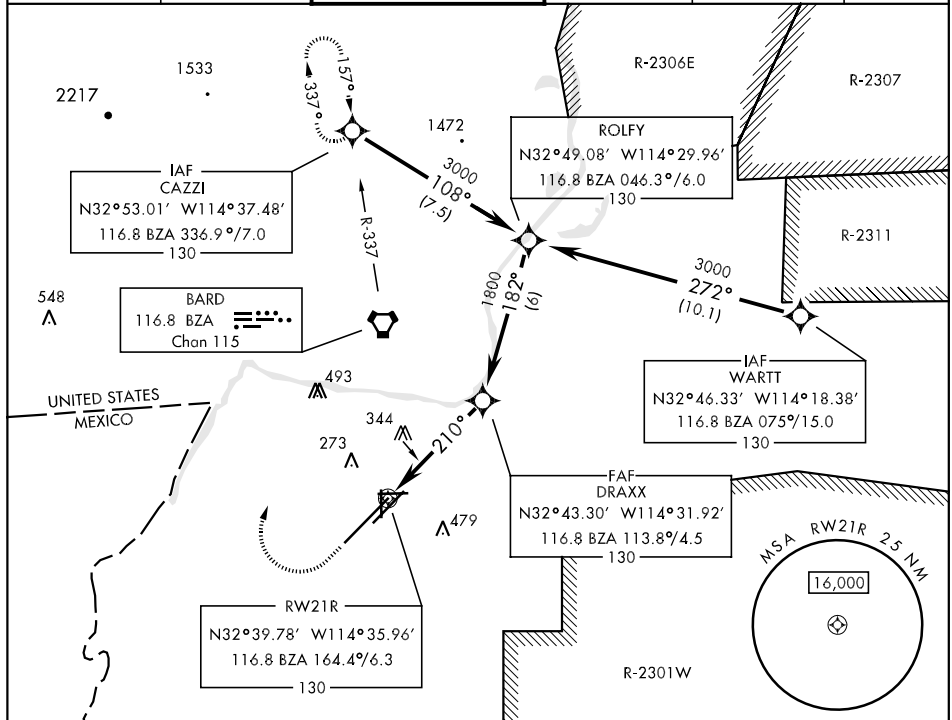
<b>▼</b>	* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles. DME/DME RNP-0.3 NA.
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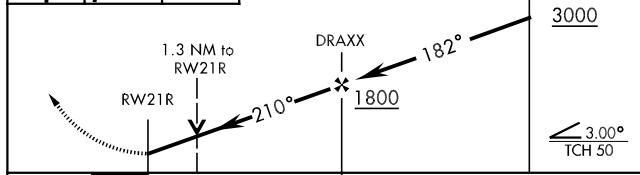
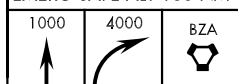
MISSED APPROACH: Climb to 1000, then  
climbing right turn to 4000 direct BZA VORTAC  
and track 337° to CAZZI WP and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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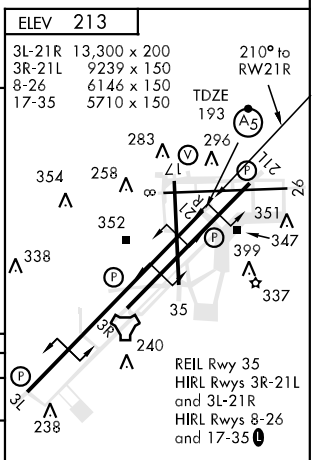
SW-4, 03 JUN 2010 to 01 JUL 2010



EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-21R *	660-½ 467 (500-½)	660-¾ 467 (500-¾)	660-1 467 (500-1)	660-1 467 (500-1)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)



VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>167°</b>	Rwy Idg TDZE Arprt Elev <b>5710</b> <b>197</b> <b>213</b>
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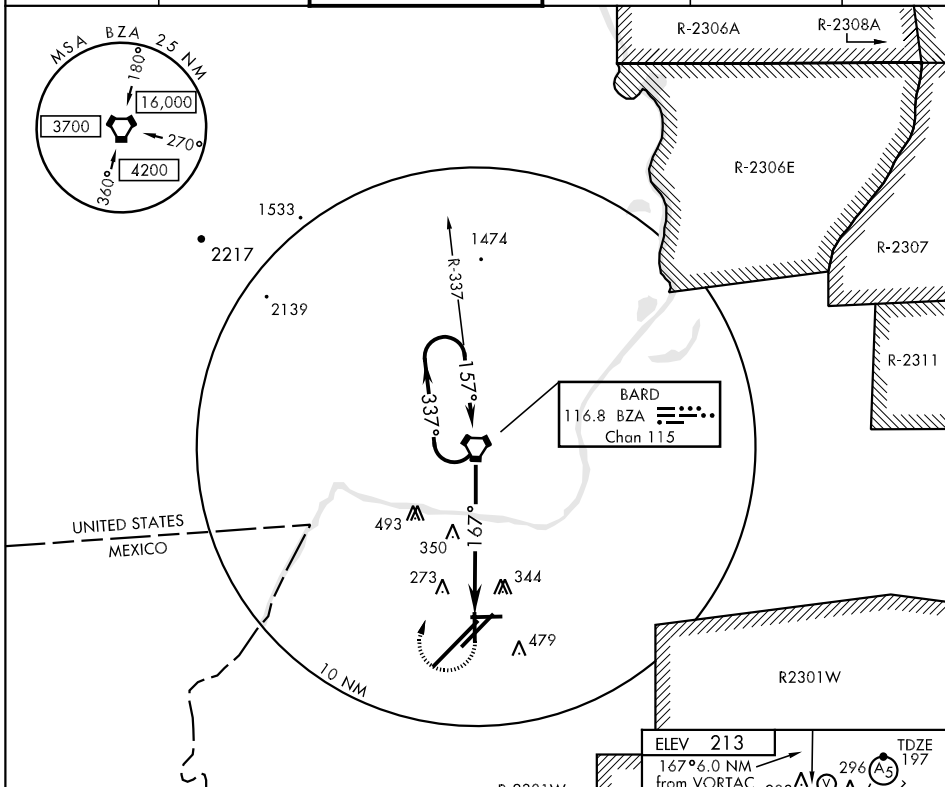
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 1000, then climbing right turn to 2800 direct BZA VORTAC and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000

